

JANUARY 18, 1952

The Autocar

1/-

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LARGEST CIRCULATION



A new and higher class in economy motoring

The "Quality-First" **MORRIS**



MORRIS MOTORS LIMITED, COWLEY, OXFORD. OVERSEAS BUSINESS: NUFFIELD EXPORTS LIMITED, OXFORD, AND 41 PICCADILLY, LONDON, W.1

C.C. 62



That is why every advance in Brake Engineering must be the result of intense and exacting Tests to the most rigid standards

THAT IS WHY GIRLING RESEARCH & DEVELOPMENT DEPARTMENT IS PROUD OF HAVING PRODUCED SO MANY "FIRSTS" IN THE HISTORY OF BRAKING PROGRESS

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The really efficient
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It's the unremitting effort that keeps

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Is the **ASTON MARTIN** better than the **LAGONDA**?



If you've ever caught the fever of the race pits at Le Mans, Spa or Ulster . . . if you saw, or read about, the 2½-litre Aston Martins at Le Mans, 1951, five started, five finished, 3rd, 5th, 7th, 10th and 13th in the General Classification . . . then the DB.2 is, unshakably, your ideal of the race-bred luxury car.

Yet (did you know?), the Aston Martin's power unit is in the Lagonda, too. Not to race, but to provide the

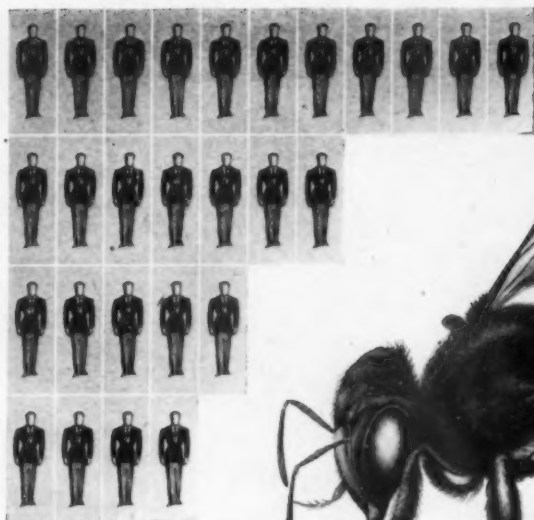
swift, easy road mastery of a luxuriously appointed thoroughbred, craftsman-built in the classical tradition. "Such good manners at 90 miles an hour" is how the *Daily Mail* epitomised it.

Each car gives you something distinctively its own, and is in this sense "better" than the other. Which would you prefer to own? **See them both at the BRUSSELS MOTOR SHOW, Stand No. A124 (Main Hall).**

ASTON MARTIN LTD. LAGONDA LTD. FELTHAM MIDDLESEX ENGLAND

London Showrooms, 103 New Bond Street, W.1

Products of the David Brown Group



27 car manufacturers and *apis mellifica*

Apis mellifica (our friend the honey bee) is a master on problems of adhesion. Her favourite is a resinous adhesive known as propolis. With this, she repairs the roof, glues the walls and generally seals out the weather. Which is quite a trick in this country . . . If you had a few million years, to play around in you might, like the honey bee, compound your own adhesives; things being as they are, it would seem quicker to follow the lead of the 27 British car manufacturers who rely on the D.S.P. range of adhesives for their different assembly jobs*; these adhesives are specially compounded and standardised to fill the needs of the modern coachbuilder; they take into account physical properties, tensions, surfaces, and climatic conditions.



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*If you have a special job for adhesives, it is almost certain that we can make a special adhesive for the job if you let us have details.

DUNLOP SPECIAL PRODUCTS LIMITED • FORT DUNLOP • ERDINGTON • BIRMINGHAM 24

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Re-arm against cylinder wear



. . . ready for a minimum of 100,000 miles

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chromium plated steel cylinder liners

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GEORGE COHEN

SONS AND COMPANY LIMITED

SOMACO CGS 140 INTERNAL GRINDING MACHINE

This combined automatic and semi-automatic machine is of an entirely new design and embodies many novel features. It is easy to operate, produces a better finish and its sturdy construction ensures the greatest precision and lowest possible maintenance costs.

SOME SPECIAL FEATURES:

Double Vernier—with this high precision patented feature, differential calibration can be instantly switched to calibration by plug-gauging—the most accurate known.

Automatic Cycle Apparatus—for automatic face-grinding with internal grinding.

Quick-acting Chuck—hydraulically controlled.



BRIEF SPECIFICATION

Table Speeds, infinitely variable to 40 ft. per min.; Spindle Speeds, infinitely variable from 75 to 850 r.p.m.; Cross Feed Indexing; Maximum Depth Ground, 8"; Maximum Bore Diameter, 1½"; Table Traverse, 20".

Full details on request.

NO IMPORT LICENCE REQUIRED

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Courtesy, British Insulated Cables Ltd.


Pb

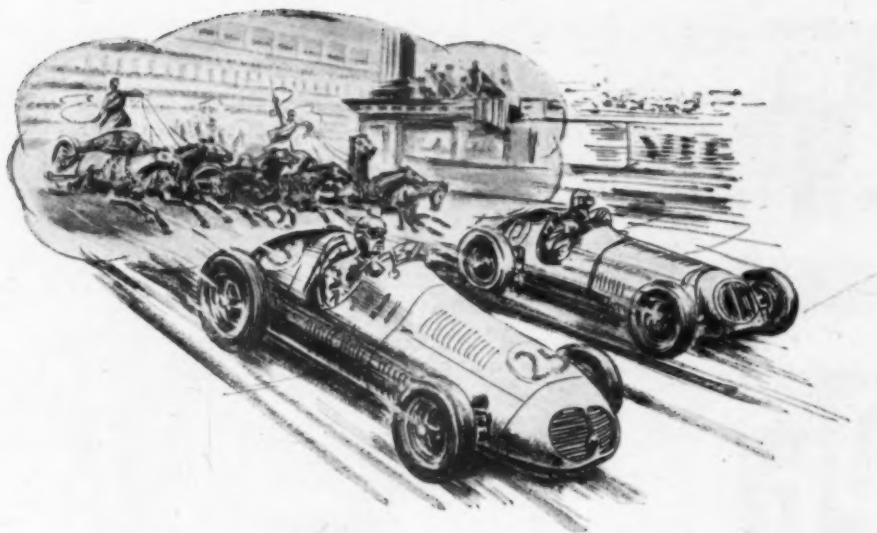
—symbol of NATIONAL SERVICE

Because of its ability to withstand climatic conditions both above and below ground, lead—known to the chemist by the symbol Pb—is used in vast quantities for sheathing the cables that carry electric power to Britain's factories. This is one of the many reasons why lead is now top priority in the national defence programme. It is also a reason why every motorist—who carries some of this vitally important metal in his car starter battery—should endeavour to assist in conserving the nation's supplies of lead by buying only a battery that will give him efficient service for the maximum period of time.


OLDHAM


the Battery with Power to Spare

OLDHAM & SON LTD • DENTON • MANCHESTER • EST. 1865



Moving with the times

The Roman chariot was no slow-coach. Undoubtedly the artificer of those days used his best skill, inventiveness and workmanship when making the bearings for the chariot's wheels and greased axles—as does the modern Craftsman when he makes engine bearings for present day racing and sports cars.

Skill, inventiveness, workmanship—these are the watchwords of the Glacier Metal Company... makers of fine plain bearings for 37 years.

The Company's products are widely used throughout the Motor Industry and many of the sporting and racing achievements of 1951 stand to the credit of famous cars running on Glacier engine bearings and bushes.



SOME 1951 SUCCESSES FOR GLACIER BEARINGS

JOWETT-JUPITER Monte Carlo Rally 1951—First and Second in $1\frac{1}{2}$ litre class.
Le Mans 24 hours Grand Prix d'Endurance. First in $1\frac{1}{2}$ litre class.
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ASTON-MARTIN 1951 Silverstone International Production Car Race—First in 3 litre class.
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M.G. International Class F records (Over 1100 c.c. not exceeding 1600 c.c.)
Nine records were set up by Col. Goldie Gardener in America in 1951.

THE GLACIER METAL COMPANY LIMITED of Alperton, Wembley

Thin Wall Bearings, Bushes, Bronze Bars and White Metals



OVER 3,000,000 CARS

**FIT
ARMSTRONG
SHOCK ABSORBERS**

FOR BETTER RIDING

The advertisement features two black and white photographs of Armstrong shock absorbers. One is positioned at the top right, angled upwards, and the other is at the bottom left, angled downwards. A central white rectangular box contains the text 'FIT ARMSTRONG SHOCK ABSORBERS'. Two diagonal lines intersect behind the shock absorbers, with the text 'OVER 3,000,000 CARS' along the upper-left line and 'FOR BETTER RIDING' along the lower-right line.

ARMSTRONG'S PATENTS CO. LTD.
BEVERLEY YORKS



CARAVAN SALES

Touring Caravans, Trailers



You will be well advised to buy your caravan from Britain's largest progressive distributors, for we have all the leading ranges, including Beverley, Berkeley, Coventry Steel, Eccles, Willerby, Carlight etc. Help and advice freely given.

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CARAVANS

for every purse & purpose —

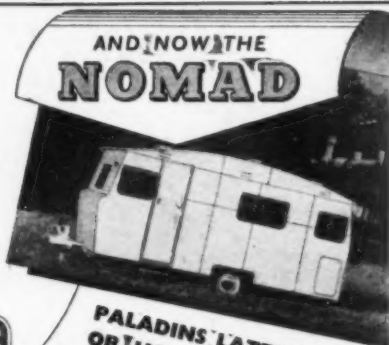
Write for free illustrated brochure, giving full details of latest models available.



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PALADINS LATEST HOME OR HOLIDAY CARAVAN



The 15'6" Nomad features a fully equipped end kitchen, centrally placed dinette for four persons convertible to double berth. Two wardrobes, fireplace, airing cupboard and forward end lounge.

- ★ Insulated shell 15'6" long, 6'9" wide, 6'7" headroom.
- ★ Two double or two single and one double, berths.
- ★ Six alloy framed windows.
- ★ Polished light oak furniture.

Price £525
ex - works.



PALADIN TRAILAVAN CO. LTD.
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**THE FIRST
RESOLUTION OF THE
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Should be to start the year well in your Own Caravan—Supplied and serviced by the **DUMB-BELL SPECIALIST SERVICE**. We will be pleased to advise you on EVERY aspect of Caravan Ownership.

Call and see us, we are open 7 days a week and evenings.

Agents for Centurion, Magnum Lamford,
Paladin, Safari, Downland, Country Life.

The DUMB-BELL CAR & CARAVAN CO., LTD.,
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MAIDENHEAD 444



**COMPLETE CHASSIS,
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JACKS, COUPLINGS
AND ALL EQUIPMENT**

From all Leading Traders or Direct from

**JERRY WADSWORTH
& SON LTD.**

OLDHAM ROAD • RIPPONDEN • YORKS

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AND SERVICE and Mobile Homes



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forced or otherwise

IS A CHEERFUL NOTE THIS NEW YEAR...

It is even more pleasing when combined with the comfort and enjoyment that are yours in a Caravan from GAILEY...

GAILEY'S Selection of Caravans is based on Quality from which emerges the fact that the best is cheapest in the long run—see these National Caravan Council Approved makes:—

Berkeley from £399: Car Cruiser from £525: Carlight £1700:
Eccles from £380: Fairholme from £795: Freeman from £850:
Holgate from £490: Jubilee from £815:
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Cash or H.P.

Part Exchanges

Open EVERY day of the Year

"Parade Grounds of Champions"

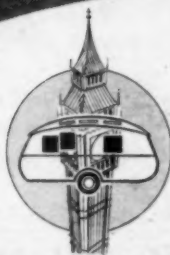
GAILEY
Caravans

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Telephone: Standford 246



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**THE SYMBOL OF
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AND AGENTS IN
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After years of pioneering work in educating the motoring public to caravanning, the name of London Caravan Company Ltd., is now known throughout the world and its reputation is unsurpassed.

The Company has supplied caravans to Royal

Personages in Europe and to distinguished personalities both home and abroad.

Distributors and agents for:—CARLIGHT—SIDALL—JUBILEE—SPRITE—DOVEDALE—CHILTERNHAM—COVENTRY STEEL—ECCLES—PALADIN—BRUSH—CAR TRAILER—CAR CRUISER—RAVEN

BARNET BY-PASS, ELSTREE,
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PHONE: ELSTREE 1165 & 1364



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COMPANY LIMITED



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 (LUCAS B90 REPLACEMENT UNITS)
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 'Phone: Macaulay 1266-7.

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 'Phone: Croydon 6144-6.

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 'Phone: Kingston 1244-6.

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 'Phone: Bowes Park 1184-5.

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STILL STRUGGLING?
HERE'S A TROLLEY JACK for £9'17'6

Whether private motorist, motor engineer or fleet owner, you will be surprised how much more quickly, conveniently and safely wheel changing and service jobs can be carried out with the Linford Handi-Jack, which is built on similar lines to the standard trolley jack, but is quicker and easier to use. It is compact (22 ins. x 5½ ins. x 7½ ins. plus 26-in. detachable handle) weighs only 35 lbs. and can be crundled or carried to the job. A simple pumping movement lifts to 13½ ins. (fully hydraulic — no hand extension) with ample power for cars and medium commercial vehicles. Automatic return action to normal position (5½ ins.).

Available throughout the U.K. and overseas.

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**Motorists! SAFEDRIVE
 DRIVING SPECTACLES**



for improved visibility and ANTI-DAZZLE
FOR DUSK, MIST AND FOG

Strongly Recommended by the Motoring Press

These spectacles combine particularly advantageous qualities under conditions of poor visibility, such as dusk, mist and light fog. They emphasise objects indistinct to the driver, yet have marked properties which greatly reduce the dazzle of approaching headlights, additional protection being provided by an anti-dazzle device on the upper part of the lenses. Also available in high quality nickel frames, American style, at 2 guineas.

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WHAT THE PRESS SAYS:

The Light Car: "They fully justify the claims made."
The Motor Trader: "A personal trial revealed that they had an unusual brightening effect. Dazzle from headlights was certainly cut down considerably."

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GEORGE FISHEL & CO. LTD. 21, CORAM ST. LONDON, W.C.1

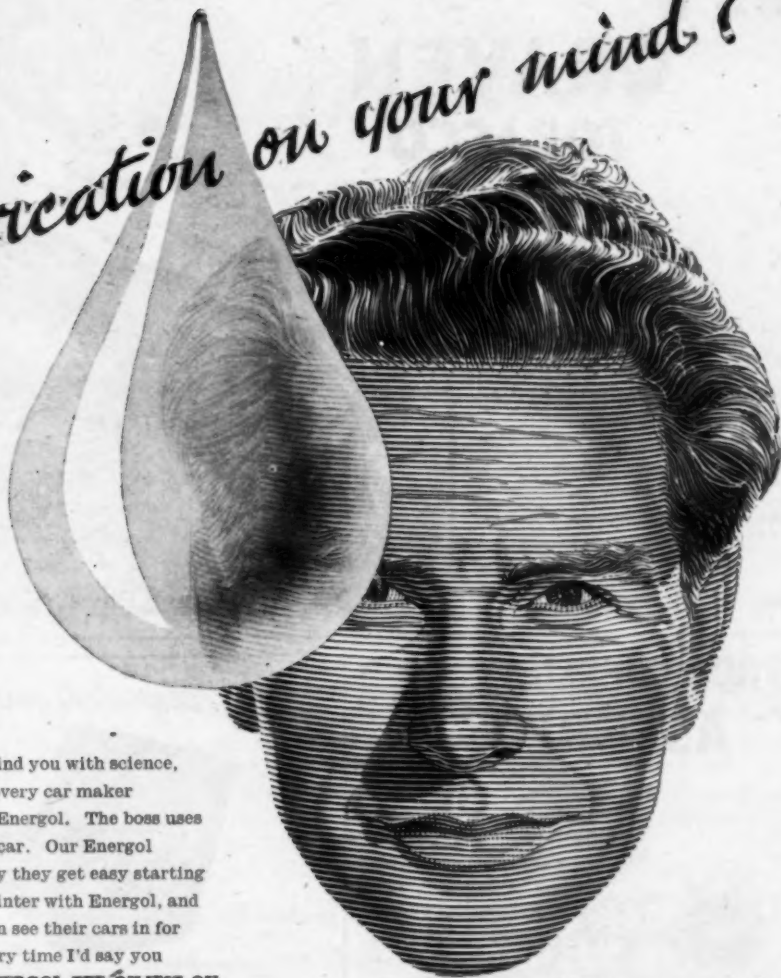
TRADE ENQUIRIES INVITED.

PRICE
30s.
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Reduce distractions.
 Only genuine
 Safedrive bear
 this trademark.

Lubrication on your mind?



No need to blind you with science, sir. Nearly every car maker recommends Energol. The boss uses it in his own car. Our Energol customers say they get easy starting summer or winter with Energol, and we don't often see their cars in for repairs. Every time I'd say you should use **ENERGOL THE OILIEST OIL**

says the garage attendant.

Use **ENERGOL** *motor oil*



Recommended by Rolls-Royce and leading Car Manufacturers

PRICE'S LUBRICANTS LIMITED

he's a CRAVEN TOBACCO man

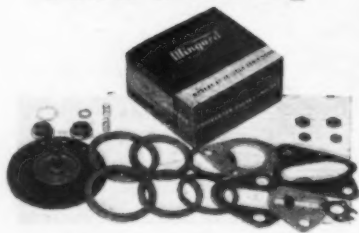
CRAVEN TOBACCO gives a smooth, rich flavourful smoke. Fresh and fragrant, it burns evenly — slowly, and a deep satisfied feeling stays with you long after the last draw.

Obtainable in three blends—Craven Mixture 4/6 an oz.; Craven Empire de Luxe Mixture 4/3 an oz.; Craven Empire Curly Cut 4/3 an oz.



FOR MEN WHO KNOW GOOD TOBACCOS

PETROL SUPPLIES ASSURED!



**—IF YOU DEMAND
Wingard FUEL PUMP
REPAIR KITS & PARTS**

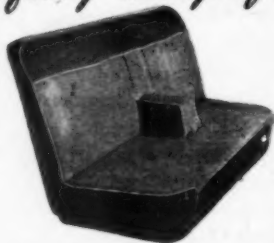
THE PERFECT REPLACEMENTS WITH
A GUARANTEED LIFE OF 60,000 MILES

WINGARD

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CHICHESTER · SUSSEX · ENGLAND
MAKERS OF DEPENDABLE VEHICLE EQUIPMENT

'Perfitly' delightful!



Every new car is worth a set of



THEY ARE TEMPLATE TAILORED
for every post-war car. Save wear on
seats and shine on suits. Wonderful range
of colours in four long-lasting materials.

ASK AT YOUR GARAGE!

Or send for patterns and catalogue with prices.
Trade inquiries invited.

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offer the following unrepeatable bargains in
NEW Ex-Govt. Surplus GARAGE EQUIPMENT
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New C.A.V. 12
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Gauges, 0-100 lbs.
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Monitor paraffin
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(5 pt.) A very
efficient brazing
lamp fitted with
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pump, suitable for
all types of brazing.
All burners are fitted
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any amount of hard usage.
New slightly store soiled. Price
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New Delco Remy
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Batteries in hard
rubber case, size
8 in. high x 7 in.
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fitted with wing
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for storage purposes
etc. 65 each.



New Inspection
Lamps, complete
with 12 ft. of cable
and will take standard
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and be prepared for that Midnight
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New Small car screw
double HRT jacks. Height
when closed 6 in., extended
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over top for increase
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handle. Price 10/6 each.



New 17 in. Blue-
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New A.C. Petrol
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fit any other make of
vehicle if cam lever
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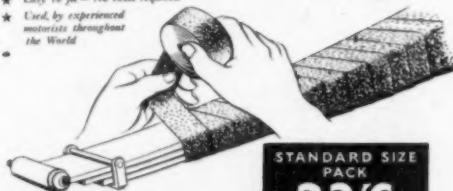
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DREVO
REGISTERED
**SPRING
PROTECTOR**

- ★ Guarantees trouble-free suspension
- ★ Provides a water-tight cover and excludes grit
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- ★ Easy to fit—No tools required
- ★ Used by experienced motorists throughout the World



"DREVO"

STANDARD SIZE
PACK
22'6"

is fitted as standard by Austin to their A.70 and A.90 models; also by A.C. Cars. A wrapping of specially manufactured material, impregnated with a graphited composition which never hardens or cracks. "DREVO" provides moisture-proof protection and prevents mud, granite chips or rust from lodging on the leaves of the springs.

Fit "DREVO" now and your car will glide along.

STANDARD PACK For cars up to 10 h.p. Complete 22s. 6d.
LARGE SIZE PACK For cars over 10 h.p. Complete 32s. 6d.

Obtainable from leading motor dealers and garages or direct.
Descriptive leaflet, free on request, from Sole Distributors.

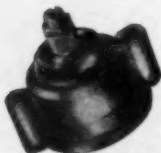
THE ECONOMIC SALES SERVICE
1, WELLCLOSE SQUARE LONDON, E.1
(WORKS) 33-35 CHAPEL ROAD, LONDON, S.E.27



... Who knows when you will take delivery of that new car? One thing is certain—you present one is a precious possession and you will want to do everything possible to lengthen its life. Rotoflo Shock Absorbers, with their exclusive Pressure Flow Principle, their constant cushion action, can help you there! Rotoflo not only increase riding comfort they minimise wear of road-springs and guard the whole chassis and body against the ageing effect of road shocks. Once fitted and correctly adjusted Rotoflo need no topping up, and work at maximum efficiency without any attention at all. Rotoflo can be fitted to most cars from 8 h.p. and to light and heavy commercials.

Ask your garage-man to-day to send your old shock absorbers, with linkage, to his local Rotoflo Main distributor, who will fit Rotoflo in under half an hour if necessary.

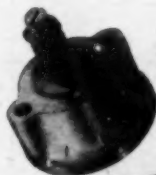
NEXT BEST TO A NEW CAR—THE NEW RIDE ON



MODEL G.1 for cars up to 12 h.p. where 3 3/8" bolt hole centres are required.



MODEL A.2 for heavier cars and light commercial vehicles.



MODEL A.1 for cars up to 12 h.p. where 2 1/4" bolt hole centres are required.



Manufactured and World Patented by

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SHIRLEY

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THE LONG LIFE CAR BATTERY



A PRODUCT OF CHLORIDE BATTERIES LIMITED

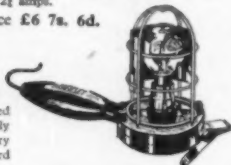


WINTER MOTORING *Made Easy!*



Darker, colder days put a heavy load on your battery—parking lights, demisters, radio, constant starting are a drain. Good engine performance demands tip-top battery condition, so keep it full of life with the DAVENSET MODEL "H" and get quick, easy starting at all times. A compact charging unit for A.C. Mains 200/250 volts to charge 6 volt or 12 volt batteries at 2½ amps.

Price £6 7s. 6d.



The DAVENSET HANDLAMP will throw a welcome light on that unexpected roadside breakdown or puncture. Simply clip the 12 feet lead to the car battery terminals or plug into the dashboard socket. The lamp may be clipped in a convenient position leaving both hands free.

Price 17s. 6d.

DAVENSET

Obtainable at your garage, or from:

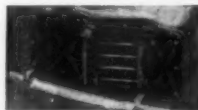
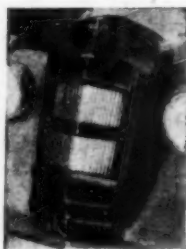
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RADIATOR MUFFS & MUFFETTES

*Keep cold out
Keep warmth in*

PROTECT THE
ENGINE FROM
FROST—
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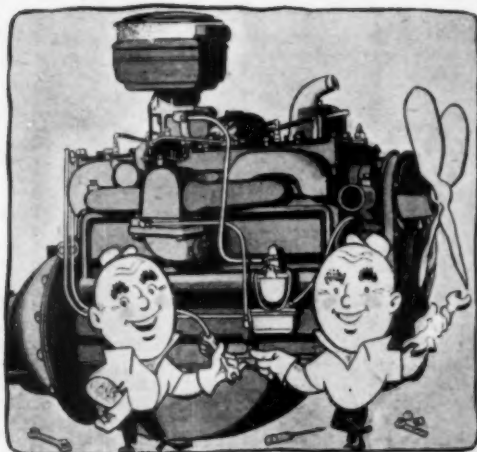


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The Autocar

FOUNDED 1895

No. 2929

FRIDAY, JANUARY 18, 1952

Vol. XCVII

Destination: Monte Carlo

BRITISH motorists, picking their way apprehensively round the roads of this country in the face of a renewed road safety campaign which is showing a pronounced anti-motoring bias, will think with envy of the competitors in the Monte Carlo Rally zig-zagging through the winter Continent and through countries most of whose inhabitants have accepted the car for its enormous convenience. We do not believe that the general public in this country would be anti-motoring if cars were more readily available and if fewer vapourings from self-styled experts on road safety escaped the blue pencils of sub-editors. It cannot be too strongly emphasized that the only source of unbiased and reliable safety data which we have so far discovered in this country is the Road Research Laboratory, and we deplore the lack of publicity which greets its best efforts.

This year, as always, the greatest hazard on the route south to Monte Carlo is the mountain weather, but there will be few occupants of Rally cars who will not relish a spice of animosity on the part of the elements. Tame road sections place too great an emphasis on special tests, and although the special test on the regularity circuit this year is capable of establishing precedence amongst any competitors who have tied on the road section, it is to be hoped that it will not be called upon to exercise too much influence in that direction.

British starters on January 22 form a record number, evidence, again, that the spirit of adventure is not so dead in Britain as many would like to believe. Amongst them might, conceivably, be the winner, although the dice are loaded—quite innocently, it should be stressed—in favour of the Frenchmen, the Rally taking place mostly in their homeland, with which they may be expected to be reasonably familiar! But no one begrudges victory to the French, or to any other nationality that may obtain premier honours. The game's the thing, and the Monte Carlo Rally is the great winter motoring game.

Standardization

WITH further austerities looming ahead and substantial rises in the prices of cars being announced, the year 1952 can hardly be said to have opened auspiciously for motorists. It is, therefore, refreshing to turn to the account given in this issue of the steps that have been taken by the Big Six car manufacturers during the past three years "to achieve improved economics" by adopting a large measure of standardization in certain components common to the vehicles produced by them. As a result, the component manufacturers are able to concentrate their energies upon a smaller number of items, and increased production and lower costs should follow.

It should not be imagined that the benefits of standardization have been tardily realized by the automobile industry only during the last three years. Standardization is nothing new and has long been practised. Present economic conditions, however, emphasize its usefulness, because the cost of tooling-up to produce any given item has greatly increased and it is, therefore, desirable to spread the cost by producing as many articles as possible.

It is also important to note that this process is not being allowed to interfere either with technical progress or with individuality in both engineering and style. Accordingly, the standards which are agreed upon are reviewed at intervals so that any which might be considered to be in danger of becoming outdated may give place to new ones which the march of progress renders desirable. This is important because it removes any danger of standardization turning into stagnation. It should also not be forgotten that by its very nature this is a long-term policy, and that the full benefits of the work which has been done are not yet being fully enjoyed.



Road test instruments fitted to a Vauxhall Wyvern. On the steering column is the Tapley brake test meter, and on the facia is the Tapley performance meter; to its right is the gauge for the brake pedal pressure indicator. (Inset): Close-up of the Macklow-Smith brake pedal pressure capsule.



Practical Testing

EXTRA DATA TO ASSIST THE EVALUATION OF PERFORMANCE

● Keen readers of *The Autocar Road Tests* take a close interest in the performance data given for different cars. The article on these pages explains permanent additions to the data introduced in the Road Test in this issue (pages 71-73). The new items relate chiefly to tractive effort and braking, and the article outlines the part they play in the measurement of performance.

ONE of the most frequently heard phrases in motoring circles is, "What will she do?" This may refer to maximum speed, acceleration from rest through the gears, or on any particular gear, or to the ever-important question of petrol consumption.

There are two factors governing vehicle performance; they are the power *required*, and the power *available*. Now, the power required can be subdivided into two parts: That needed to overcome the rolling resistance, and that required to overcome the wind resistance of the vehicle. These two resistances can be combined into what is known as the total resistance, and this can be shown graphically and expressed in terms of pounds per ton for a given m.p.h., although it is more usual to convert this into terms of horse-power required for a given speed.

Having plotted the horse-power required against the speed of the car, it is now possible to determine the required engine power for a given performance, together with the gear and axle ratios. It must be remembered that the engine horse-power must be reduced to take into account the losses in transmission, and so forth, so that a figure for the horse-power available at the road wheels is obtained. This figure can then be plotted on the same graph and the area between the two curves is a measure of the excess power available for acceleration. The intermediate gear ratios can also be

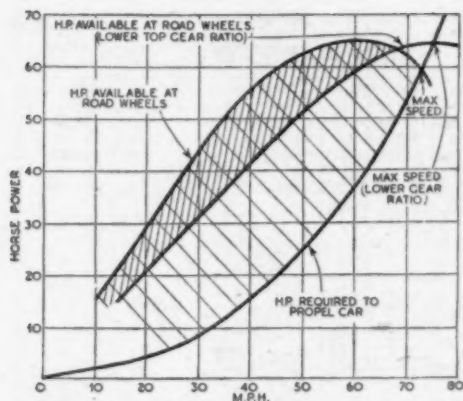
plotted in terms of power available, and this will show the maximum speed on the intermediate gears.

It may be asked how these design data are related to the actual testing of the finished product. The two are definitely connected, and the results of the tests of a similar car with different gearing can explain why two cars of approximately similar weight and engine capacity have quite different characteristics as regards liveliness on the road when under test. If the cars are similar except for gear ratios, as in the example shown by the graph, there may be a considerable difference in total resistance as well as one of engine horse-power.

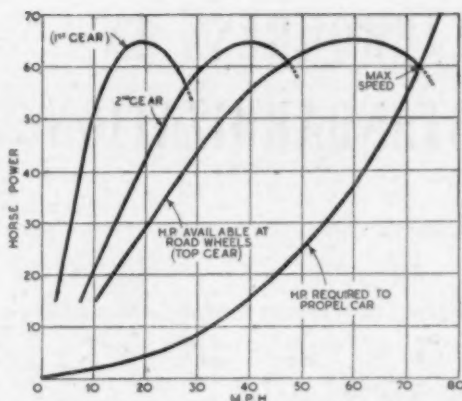
There can be no hard and fast rule about design, as it is usually a matter of compromise while striving for the ideal. The type of car and the roads over which it is to be used must occupy a prominent place in the designer's mind. If the car were light enough and had a low enough resistance and was powered by an engine that developed its maximum horse-power over the total speed range, it would have flashing acceleration and a high top speed. In practice, of course, these ideals are not possible, and therefore to increase the spread or range over which near-maximum power is available gears must be used. These do not increase the power, but they do vary the speed at which it occurs at the road wheels.

Deduction from Data

The *Autocar Road Test* data have for many years contained engine horse-power, gear ratios and m.p.h. per 1,000 r.p.m. on top gear. From these figures it is possible to determine the car speeds on all the gears at which maximum power is developed, and if the complete curves for horse-power available (at the road wheels) on each gear were



This curve shows the difference in power available for acceleration caused by a change of axle ratio. The total shaded area shows the power available with the high axle ratio, while the double-shaded area shows the reduction in power on the lower gears, for a small gain in overall maximum speed, when a lower ratio axle is fitted. The curve on the right shows the relative speeds at which maximum horse-power is available in the various gears.



plotted it would be possible to pinpoint the ideal positions when a gear change should be made. However, it is not within the scope of these tests to include complete curves of horse-power and power required, although the speeds on the gears obtained by practical tests are, of course, included.

It has been thought desirable to increase the amount of road test data available to the reader by including some extra measurements of acceleration, braking, and also low-speed resistance to motion. Apart from its function in plotting the power required to drive a car at speeds where wind resistance is virtually negligible the measurement called in the tables Tractive Resistance, and expressed in pounds per ton weight of car (laden as tested), indicates the amount of low-speed resistance to motion. An unduly high reading on the instrument would be caused by excessive friction in the mechanism, which could, for example, be brought about by rubbing brakes or tight wheel bearings.

Measuring Pendulums

The measurement of the power available for acceleration, called Tractive Effort in the Road Test tables, can be expressed as lb (pull) per ton (weight) or alternatively in terms of gradient, usually expressed in terms such as 1 in 4, or 1 in 8, as shown in the diagram. For both of these measurements, of tractive resistance and tractive effort, a Tapley meter is used. The working principle of the mechanism of the meter is the pendulum and it can best be visualized by considering an observer sitting in the car holding a piece of string with a weight on the end of it.

If the car is travelling along at a uniform speed the weight will hang vertically and if the car is on a level road the angle to the horizontal axis of the car will be 90 deg. On the other hand, if the car is accelerated the weight will tend to lag behind the observer's hand and consequently the string will be at an angle to the vertical plane. For practical purposes, the magnitude of this angle is proportional to the acceleration force. Similarly, if the car is decelerated, the weight will tend to carry on in the direction of motion of the car and the string will make an angle on the opposite side of the vertical plane (when viewed from the side of the car).

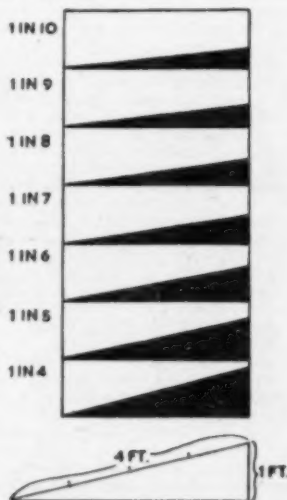
Moreover, when the car is travelling at a uniform speed up a gradient, because of the weight the string will be vertical, but relative to the horizontal plane of the car it will be at an angle. This, then, in simple terms, shows the relationship between acceleration on a level road and hill-climbing ability.

A similar instrument can also be used for measuring the efficiency of the brakes. In this case, it is necessary to

provide a locking mechanism to hold the equivalent of the piece of string and the weight in the position that it swung to during maximum retardation. The angle can be measured when the vehicle is stationary after the application of the brakes. In conjunction with braking efficiency, a brake pedal pressure indicator is also used, which is fitted with a device to record the maximum pedal pressure used during the test. It is proposed to include several figures in the Road Test data which also give the efficiency with pressures below the maximum obtained.

As all the recorded performance data are relative to the total weight of the car, driver and observer, with the test gear, this weight is now included in the column marked "weight laden as tested."

Fuel consumption will now be expressed in terms of an overall figure for a stated number of miles, while it is hoped in the near future to include specific fuel consumptions at constant speeds. This figure will give an indication of the considerable increase in the total resistance of a car (chiefly owing to windage) as the speed is increased.



A pictorial representation of gradient. "One in four" means a one foot rise in four feet of travel along the road and not four feet along a horizontal base line.

PROGRESS IN STANDARDIZATION

RESULTS OF THREE YEARS' WORK BY A "BIG SIX" COMMITTEE WITH THE OBJECT OF LOWERING COSTS AND INCREASING PRODUCTION

by A. G. Douglas Cleese, B.Sc., A.M.I.Mech.E.

QUIETLY, with no flourish of trumpets, the "Big Six" of the automobile industry have been tackling the problems of standardization. Actually this has been going on for three years, for it started at a meeting of the S.M.M.T. Production, Efficiency and Standardization Committee at Earls Court on November 4, 1948, when it was decided that the Big Six (namely, Austin, Ford, Nuffield, Rootes, Standard and Vauxhall), representing 87 per cent of the total output of vehicles, should meet for discussion at regular intervals.

Senior executives from the engineering and purchasing departments were nominated by each organization to form what has become known as the Big Six Standardization Committee, and their discussions are on an entirely off-the-record basis and are confined to the examination of problems affecting the components used by the Big Six.

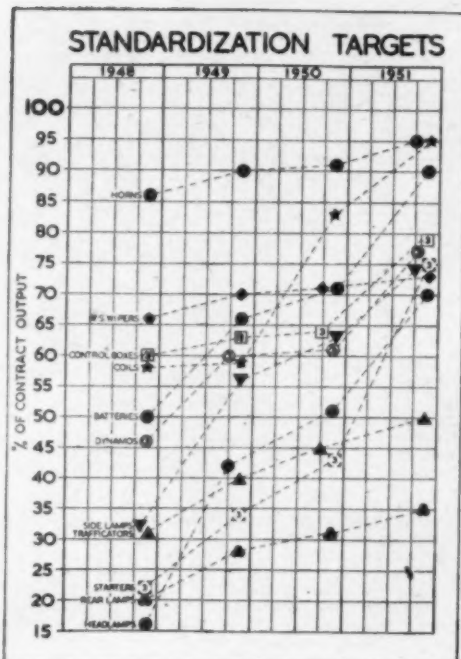
It might be thought that this is purely a domestic matter for the organizations concerned, but very little reflection is necessary to show that it is also a matter of vital interest to motorists in general. Indeed, one has only to consider the objectives laid down by the committee in the introduction to their first report dated August, 1949, as follows:—

"To promote the principles of standardization with reference to the products of the Big Six manufacturers thus: First, to achieve improved economics, thereby lowering costs and obtaining the highest possible production and concentration upon the smallest possible variety of components and accessories. Secondly, to facilitate production methods and to promote a more efficient after-sales servicing of vehicles."

The phrases I have italicized will assuredly make an instant appeal to the motoring public!

Now there is much that can be said for standardization, but, as with most other things, it is possible for it to be overdone. That fact was originally recognized by the committee, whose

The progress of standardization in a number of electrical components between 1948 and 1951.

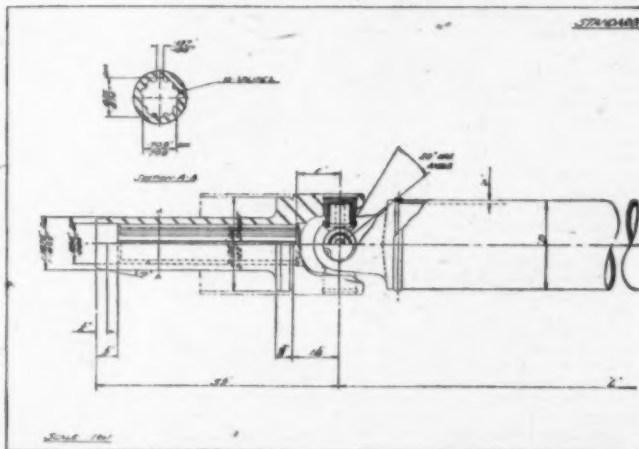


terms of reference as set forth in the report are:—

"To concentrate on a programme of standardization which will avoid (a) Interfering with the proper rate of technical progress; (b) Interfering with a proper degree of individuality in regard to both engineering and style."

Thus the competitive spirit is preserved; in fact, there is no obligation on the part of any member to adopt the standards decided upon, although naturally the advantages to be gained

by so doing are not likely to be disregarded. Accordingly, uniformly printed Standards Books have been produced covering the various units and components, and these books are a valuable reference for the items they deal with amongst designers and draughtsmen working on future projects. It is worth noting that these standards books are not restricted to circulation amongst the Big Six, but are available to all manufacturers, suppliers



and, in fact, to any member of the S.M.M.T., also to any technical body, on request through that society. There is no jealous guarding of the findings of the committee for the sole advantage of the Big Six; no "dog in the manger" attitude.

Apart from the direct advantages of standardization there is one other matter which the committee consider it important to record in the following words:

"That over and above the question of the strict terms of reference, the senior engineers and purchase executives of the Big Six have been drawn together to a degree never previously achieved during the history of the industry. This establishment of greater co-operation is likely to prove of the utmost benefit to the automobile industry in the future."

Pooling Knowledge

This very desirable state of affairs has come about quite naturally in the following way. The engineering representative of each of the Big Six has sponsored certain subjects, and his company has acted as host to the other committee members and to relevant suppliers, who, as is described later, were invited to attend, at the meetings at which these subjects were discussed. In this manner all the members have visited each of the main factories in turn and have had opportunities to compare manufacturing methods.

It may be wondered why this Big Six committee should have come into being, seeing that the B.S.I. has been operating for 50 years, and in that period has covered a lot of ground and done most valuable work, greatly appreciated by all branches of industry, and that the S.M.M.T. has also had a committee working on standardization for many years. The answer lies in the peculiar nature of the Big Six committee which gives it advantages over larger and more official bodies, enabling it to move more quickly. In fact, there are three advantages pos-

sessed by the Big Six committee: (1) it is small in numbers and consists of responsible executives capable of taking quick decisions, (2) each member is interested in vehicles of somewhat similar sizes and prices, produced in quantities by modern productive equipment, so that their problems are common to all members, and (3) all have a very direct and live interest in reaching decisions which are of real technical and commercial value.

These characteristics of the committee are helpful when the standards they have agreed upon are reviewed at intervals, as they must be as conditions change, and when it is found necessary to remove those which have become obsolete or to introduce new ones prompted by design developments. Without this periodical reviewing there might be a risk of hindering the introduction of desirable improvements.

It should also be appreciated that standardization is necessarily of long-term character, and that it will, therefore, be some time before the effect of the committee's work is fully realized. As an example, the Big Six may all agree upon a certain type of starter motor, but before some of them can use it they may have to wait until a well-established engine is superseded by a new one in order to avoid dislocations both in production and service.

Certainly the concentration and development upon a smaller number of components should be of considerable benefit in getting down to detail and making the best possible job from the points of view both of design and of production. This is largely the secret of success of U.S. engineers in producing articles which are not only low in price, but also extremely reliable and efficient.

Before dealing with the various components which have been, are being, or will be considered by the committee, it is interesting to note the composition

GET-TOGETHER

These are the items over which excellent progress has been made towards standardization:

- Electrical equipment
- Instruments and engine fittings
- Carburetors
- Damper equipment
- Body hardware
- Brake equipment
- Propeller-shafts
- Thin wall bearings
- Clutches
- Steering gears
- Wheels and tyres
- Ball and parallel roller bearings
- Substitute materials

of the committee itself. The main committee consists of:—

Mr. J. B. Rix, Technical Manager, and Mr. H. J. Graves, Supply and Production Equipment Manager, the Austin Motor Co., Ltd.

Mr. R. Barker, Administrative Engineer, and Mr. F. E. W. Hammond, Purchase Manager, Ford Motor Co., Ltd.

Mr. A. Issigonis, Chief Designer (Morris and Wolseley), Mr. J. R. Woodcock, Production Manager (Morris and Wolseley), and Mr. S. Westby, Standards Engineer, the Nuffield Organization.

Mr. B. B. Winter, Director of Engineering, Mr. A. G. Booth, Chief Technical Engineer, and Capt. J. Brittain-Jones, Group Supply Director, Rootes Group.

Mr. E. G. Grimham, Technical Director, and Mr. L. A. Woodall, Supplies Director, the Standard Motor Co., Ltd.

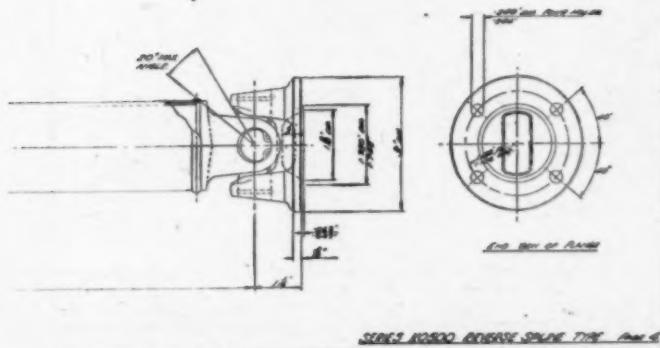
Mr. M. Platt, Executive Engineer, and Mr. A. W. Laskey, Assistant Managing Director, Vauxhall Motors, Ltd.

In addition there are a number of co-opted members and a number of operative panels which deal with certain specialized subjects such as body hardware equipment, truck brakes, road wheels and substitute materials. At most meetings the S.M.M.T. has also been represented and the "Heavy Five" of the larger commercial vehicle manufacturers have been represented at meetings considered to be of special interest to them. Senior executives of the suppliers also attend the meetings according to the components under review.

One of the first subjects to be tackled was electrical equipment, and although Joseph Lucas, Ltd., had been able to achieve an appreciable measure of standardization since 1945, by consultation with individual manufacturers, it has proved much easier and more expeditious to deal with the Big Six in committee, as can readily be understood. The first step was to reach agreement that it would be an overwhelming advantage to use only one voltage for all Big Six vehicles, instead of having some with 6-volt and others with 12-volt equipment. On balance it was decided that the technical advantage lay with the 12-volt system, which has therefore been adopted as standard.

The important effect of standardization is well shown by the accompanying curves showing the percentage of contract output of various items of

PROPELLER SHAFT



Standardization in open propeller-shafts and their universal joints.

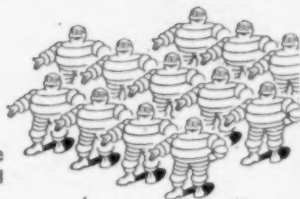


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NEWS and VIEWS

Tatra Designer Free

FROM Austria comes news that the former chief designer of the Tatra company in Czechoslovakia, Dr. Ledwinka, has been released by the Czechs after serving a six-year prison sentence. He has joined his son, who lives in Steyr, Austria.

Shell and Architecture

A COMPETITION for architects has been sponsored by Shell-Mex and B.P., with a first prize of £300, for designs of country, suburban and main road service stations. It was made clear at the inaugural ceremony that the company is not itself entering the retail field.

Wilhelm Haspel

THE death has occurred unexpectedly of Ing. Dr. L. C. Wilhelm Haspel, president of the Daimler-Benz company of Germany. He was certainly one of the foremost men in the world's motor industry, and rebuilt his organization from ruins in 1945 to the thriving concern, 32,000 men strong, that it is now.

Germany Exceeds 1938

PRIVATE car registrations totalled 16,710 in Western Germany during October. This was an increase of roughly 20 per cent over the previous month. Registration of cars has now surpassed the 1938 figure, with a total of 714,458.

Danger First

AS is fairly widely known, the R.A.C. investigate a wide variety of complaints from its members on general motoring matters. In 1951 successful action was taken in 80 per cent of cases in which the club had not already set to work.

Out of 329 "fresh" cases, 134 were concerned with dangerous road surfaces. Lack of signposting came next with 65.



Turf Motors of Frizinghall, Ltd., have now produced this attractive, high-quality hardtop for the Morris Minor. (See accompanying paragraph.)

Another Hardtop

DETACHABLE hardtops for open cars have become increasingly popular for keeping out the rain and cold in Britain, and keeping out the intense sunshine which scorches motorists in some other countries. In *The Autocar* of November 23, 1951, the hardtop for the M.G. TD, made by Turf Motors of Frizinghall, Ltd., Frizinghall, Bradford, was illustrated and described. Now the

same firm has put another top into production for the Morris Minor.

The frame is in ash, aluminium panelled, and lined on the inside with head cloth and on the outside with grained rubber cloth. There are a rain gutter and Triplex rear window. Close attention has been paid to excluding draughts, and the top is easy to remove. The price is £75 including purchase tax.

German Models Fail to Appear

THE announcement that Germany will not hold a motor show at Frankfurt in 1952 does not indicate any relaxation in the tempo of expansion in the German automobile industry, which produced 23,593 cars in November, almost as many as the high total for October, 1951. There are reports, however, that some of the interesting new models which contributed to the rich variety of exhibits at

the 1951 Frankfurt Show will not go into production. There is no sign yet of the Hansa 1800, with streamlined unit construction saloon body, and there are rumours of work on a new six-cylinder engine of about 2.2 litres capacity. Development of the 1½-litre sports-racing car with twin overhead camshaft engine has been halted, apparently by lack of funds for the purpose.

The B.M.W. 501 saloon attracted much favourable comment at the show for its clean appearance, but it was clearly rather large for the pre-war 2-litre 60-b.h.p. engine, and a completely new power unit is said to be on test. Several different experimental cars have also been built. The Goliath saloon is now available with direct fuel injection for its two-cylinder two-stroke engine, giving reduced fuel consumption in return for the higher initial price, but there is no sign of production of the streamlined sports coupé exhibited at Frankfurt.

Another interesting new model which has not yet reached production is the Hanomag Partner, with three-cylinder two-stroke engine, and there is now talk of experiments with a compression ignition engine, which would not be surprising in view of the success which has been gained by the pioneer Mercedes 170 diesel engine in Germany and other countries to which it has been exported.

It may be taken for granted that something is being done to modernize the Volkswagen, as its design is now entering its thirteenth year. The management at Wolfsburg admits that constant experiments are taking place. Several cars have been tested extensively with the semi-automatic Kreis gear box, recently



Typical of the simple, light European economy car is the Gutbrod, with twin-cylinder two-stroke engine driving the front wheels. The four-seater station wagon is a new model, an alternative to the two-seater coupé.

NEWS and VIEWS

continued

adopted by Panhard in France, but it seems that the plan to include this gear box in the standard specification has been discarded again. Other reports speak of a new type with a smaller engine of about 700 c.c.

There are also unconfirmed rumours of a new small Mercedes with an engine of about 1,100 c.c. Technically the Type 170 with petrol engine is now out-moded, as it carries a high tax in Germany, based on cubic capacity, in return for the power output of only 42 b.h.p. and a body carrying only four people, and a modern 1,100 with o.h.v. engine would be an attractive alternative.

The little Gutbrod Superior, which has won a good reputation as a two-seater economy car with two-cylinder two-stroke engine of 600 c.c. driving the front wheels, is now offered with a station wagon body, panelled in steel and with room for four people. Stiffer coil springs are used in the independent rear suspension to cope with the extra load. Manufacture of Gutbrod cars may be shifted from Calw (Württemberg) to Berlin. Another factory is being built in South Africa with the aid of Swiss capital. Direct injection by Bosch pump is an optional extra on the coupe.

A.C. Prices Up

ONCE again car price increases are swinging round the full circle. A.C. Cars, Ltd. have now raised their price list as follows:—

	Old Total £ s d	New List Price £ s d	New Total £ s d
Saloon	1,695 18 6	1,180	2,875 18 6
Sports tourer	1,758 0	1,219	2,977 0

Driving Education

WOLVERHAMPTON'S chief constable is going ahead with what would appear to be a worth-while, practical safety scheme. All drivers who took out their first licences last year are being invited to attend lectures and films during 1952 on driving technique. The scheme has been undertaken in conjunction with

the town's accident prevention council. Among the films which are expected to be shown are one prepared by the police driving schools and another reconstructing actual accidents which have happened in the town.

Few people have ever considered that passing the driving test establishes the new driver as really capable, and this scheme may provide a very desirable further education.

Cars per Head

ACCORDING to the United Nations Economic Commission for Europe, Britain has more cars per head of the population than any other western European nation. During 1950 there was one car for every 21 inhabitants, compared with France with 28 people per car.

However, the increase in cars on the road in Britain in 1950 compared with pre-war was 17 per cent, which claimed only eighth place in the list. On a per capita basis, Yugoslavia was last on the list with one car to 2,267 people.

ALTERNATIVE METAL FINISHES

OWING to the ban on nickel plating for certain items there is a search for alternative finishes. One such alternative has already been used for certain interior fittings and would seem to have possibilities for exterior uses. This is the Niklit finish, which gives what has the appearance of a white nickel coating to brass and copper articles by simply immersing them in a hot chemical bath, and which has been developed by Metal Processes, Ltd., Kingsbury Road, Erdington, Birmingham, 4.

A feature of the process is that the dimensions of the article remain unaltered, as there is no deposition of metal on it as in electro plating. The finish is essentially a change of surface and an integral part of the metal. The hardness of the surface is also unchanged, but if a harder finish is required then a Niklit surface

November Production

NEW cars produced in November numbered 41,157, a slightly lower figure than in October (41,933) and considerably lower than the comparable figure for 1950 (46,514). Of the month's total, 33,554 were for export (about 72 per cent) and the total was divided into the following categories. October figures are repeated for comparative purposes:—

	November	October
Up to 1,600 c.c.	20,231	29,530
1,600-2,200 c.c.	5,599	6,536
Over 2,200 c.c.	6,327	6,047

Stuart Tolkien

AFTER three years of critical illness. Mr. Stuart Tolkien, a director of Shaw and Kilburn, Ltd., died on January 7. He started his motoring activity in 1905 in Hanover Square, London, where his interest was in the introduction of the French Leon Dussek cars. Mr. Tolkien had a reputation for fair dealing and under his general management the name of Shaw and Kilburn became widely known in connection with Vauxhall and Bedford products.

may be chromium plated. Furthermore the process can be applied to iron and steel articles by first copper or brass plating them, and chromium plating may also then be carried out. The finish resulting from the process depends upon the condition of the article before immersion; if the article is polished the Niklit will appear polished, but if the article has a matt surface the Niklit surface will be matt also.

For brass there are other attractive finishes also carried out by simple immersion, giving steel-grey, black or multi-coloured mottled surfaces. On aluminium and aluminium alloys a variety of attractive colour finishes is given by five Blazal processes, and a special black finish for steel also makes a good base for paint or lacquer, as it prevents the formation of rust.

The Right Direction in France

A FIVE-YEAR plan for the modernization of French highways has just been made possible by the Government decision to earmark a portion of the taxes on motor fuel for road construction. The plan, which took effect from January 1, is based on the creation of a special fund which will be made up of an annual Government grant, the amount of which has not yet been decided, and 20 per cent of the internal taxes on petrol and fuel oils.

It is clearly indicated that this fund is intended for the betterment of national highways, and must not be used for repairs, maintenance and normal road construction. The funds will be handled by the Ministry of Public Works, Transport and Tourism, assisted by members of Parliament, representatives of finance and the home office and two representatives of road users.

In addition to this, there will be another fund for departmental, or second-class roads, which will be allotted one-fiftieth of the total motor fuel taxes. In this way practically the whole of the roads of France will eventually be modernized.

Details of the plan have not yet been announced, but it is certain that some motor roads will be included, notably the one from Paris to Lille and outlets from Paris to the south, the east and the north-east. Level crossings will be abolished as soon as possible. Progressively, villages on main highways will be by-passed. A movement in this direction has been made for several years, but up to the present it has been handicapped by lack of funds.

Apart from this highway plan, measures are being considered to relieve the growing congestion in the city of Paris. One of these plans provides for the construction of several underground parks in such places as the Place de l'Alma, the Chatelet, the Louvre, and also big parking places at the termini of the Underground on the rim of the city.

A still more ambitious plan is the construction of two underground motor roads, each about five miles long, one of them running in a north-south direction and the other east-west. The technical difficulties would not be insurmountable, although the roads would have to be deep enough to pass under all existing water, sewage,

electricity, gas and air mains. The cost would be considerable, probably not less than £32,000,000, but this could be spread over a number of years, and it is not high compared with the £30,000,000 per annum paid in taxes at the present time by the motorists of Paris and the surrounding district.

Despite the "ring" following the line of the old fortifications, the immense number of fly-overs, the great extension of one-way traffic, parking time limits, and so on, Paris is reaching a state of congestion which can be cured only by drastic measures. Great Britain should take note.

Coroner's Complaint

COMMENTING on a fatal accident in London, Dr. Hervy Wyatt, a coroner, said that he understood from the Ministry of Transport and the Home Office that there might be a change soon in the law relating to provisional driving licences for motor cyclists. He said that these road users did not now need an instructor and could go on renewing their provisional licences indefinitely.

FRAZER-NASH *and* **K.L.G.**



A YEAR OF TRIUMPH FRAZER-NASH IN 1951

TARGA FLORIO, SICILY
(375 miles over open roads)
1st, general classification

GRAND PRIX DE SICILIA
(675 miles over open roads)
1st, International
2-litre Sports Class
4th, General Classification
(194 starters)
1st non-Italian car
New class record

MILLE MIGLIA
(1,050 miles over open roads)
1st non-Italian car
8th General Classification
(309 starters)
2nd, International
2-litre Sports Class

**PRODUCTION CAR RACE,
SILVERSTONE**
1st, 2nd, 3rd, 4th
& 5th, Division I
Fastest lap of the day
(88.13 m.p.h.)
Sports-car record for course

LE MANS 24-HOURS
Fastest laps, 2-litre Class,
by both Frazer-Nash entrants
Both Frazer-Nash
entrants finished
(1,962 miles, 1950 miles)

**GRAND PRIX OF ENNA
Sicily**
(165 miles over open roads)
1st, General Classification
Fastest lap of the race

**BRITISH EMPIRE TROPHY,
ISLE OF MAN**
1st & 2nd
Fastest laps
Sports-car record for course

**INTERNATIONAL SIX DAYS
ALPINE TRIAL**
1st, 2-litre Class
Winner Coupe des Alpes
Equal fastest time,
final test

TOURIST TROPHY, IRELAND
1st, 2nd & 3rd, 2-litre Class
3rd, General Classification

SHELSLEY WALSH HILL CLIMB
Fastest
Production Sports-Car
Sports-car record,
1,501 c.c. — 3,000 c.c. Class

BO'NESS HILL CLIMB
Fastest time of day
(including racing cars)
Sports-car record

INTERNATIONAL CLASS 'E' RECORDS
120.13 m.p.h. for 200 miles
(Fastest lap 123.92 m.p.h.)

Subject to official confirmation

The list of Frazer-Nash successes in 1951 is remarkable enough for its length and splendour, and even more remarkable because all this was achieved by privately owned, privately entered cars, often competing against redoubtable teams entered by continental manufacturers. But another fact is the most remarkable of all: not one single Frazer-Nash had to retire from any of the gruelling races listed on this page.

**FRAZER-NASH FIT K.L.G.
ON EVERY CAR THEY MAKE**

Theirs is a lead worth following

SMITHS **K.L.G.**

sparkling plugs

The finest and fastest plugs on Earth!

SMITHS MOTOR ACCESSORIES LIMITED,
CRICKLEWOOD WORKS, LONDON, N.W.2

THE MOTOR ACCESSORY DIVISION OF
F. SMITH & SONS (ENGLAND) LIMITED

MOTOR HOW YOU WILL...



Mr. Mercury will give you more miles per gallon!

You see some pretty queer jobs on the roads these days—whether they're old crocks or the latest creations. But, veterans or advance guards, they've got one thing in common. Their engines will be all the better for having National Benzole Mixture in the tank. 'National' is the tonic that every road vehicle is waiting for. It's been a long, long wait. Let's hope that the return of 'National' may be any moment now.



NATIONAL BENZOLE MIXTURE

National Benzole Company Limited, Wellington House, Buckingham Gate, London, S.W.1
(The distributing organisation owned and entirely controlled by the producers of British Benzole)



One of the Redex cups.

THE LAST FEW DAYS

ZERO HOUR APPROACHES FOR MONTE CARLO RALLY



The Royal Scottish Automobile Club cup.

FOR a certain small and select band of people in this country, the only thing to overshadow in importance during the last week or so the thrilling struggle against adversity of the *Flying Enterprise* is their own forthcoming similar, though lesser, fight in the Monte Carlo Rally. The epic display of courage and grim determination put up by Captain Carlsen in his lonely and hazardous vigil aboard his sinking ship is of a calibre rarely equalled in history; but the elements of the same spirit will be called for from a considerable number of people during the great winter motoring event, and there is no lack of willing volunteers for the ordeal.

No one among the ranks of enthusiast motorists, and, in fact, very few motorists in general, can be unaware of the basic nature of the Rally and the hazards involved. Competitors, driving ordinary everyday production cars, will leave six starting points, spread all over Western Europe, on Tuesday next, January 22, and set out on a 2,000-mile journey over the Continent in mid-winter, when weather and road conditions may reasonably be expected to be at their worst. Unfortunately, in the present-day state of strained relations existing between East and West, it is no longer possible to include in the itineraries the eastern half of Europe, as in the pre-war days when, every year, a group of hardy enthusiasts set out from Athens to reach Monte Carlo within the scheduled time—and failed, as often as not.

The Basic Route

The basis of the itineraries may be regarded as the route followed by the competitors starting from Monte Carlo itself, who strike northward over the Alps into Switzerland, and thence to Luxembourg, Belgium and Holland, to return again via Belgium into France and travel south through Paris and Clermont Ferrand to the final difficult sections over the Alpes Maritimes back to Monte Carlo. Starters from all the other points of departure join this circuit at different places, so arranged as to bring the overall length of each route to approximately the same figure. All through the rally the average speed of each car between controls must not be less than 50 k.p.h. (31 m.p.h.) or greater than 65 k.p.h. (41 m.p.h.); thus, even on the easy sections, it is not possible to get a great deal of time in hand.

Those fortunate mortals who succeed in arriving at the famous Riviera resort without having lost any marks en route (or the fifty with the fewest penalty marks, should there be fewer than that number of clean sheets) will, on the Sunday, have another test to undergo; that of averaging the same 50 k.p.h. speed round a 50-mile circuit made up of twisting mountain roads; there will be two fixed controls and also a secret control in this

distance, and an inaccuracy in time of even one second will cost a penalty mark, so that to be certain of success a car will have to be exactly on time throughout—which is, practically speaking, an impossibility. Moreover, the cars will, by then, have already covered the road section of the rally, and many will be suffering from defects such as worn brakes; and no preliminary work may be done on them beforehand to restore them to good condition.

Latest news of the course is that ten days ago there were nine inches of snow on the Col de Fageole, between Clermont Ferrand and St. Flour, and extensive snow and ice on the official route from Le Puy to Valence, particularly in the region of Lamastre and St. Agrevé; the final descent to Valence was particularly dangerous. The short cut from Le Puy via St. Julien was only just possible. Two cars were snowed in, it was still snowing and the road is expected to be closed by now.

Among the sections of the circuit for the regularity test which it is expected will be closed to traffic are the Mont des Mules, immediately after the start, the road up the Col de Braus to l'Escarène and the military road, D54. It is very unlikely that the descent from Castillon will be

closed, however, and this is probably the most dangerous section of all, with the added hazard that in the past few days it has been covered with ice.

Icing conditions on the regularity circuit are now even worse than when a member of this journal's staff tried it before Christmas and, to give the early starters a reasonable chance, the starting time of the test has been put back to 10 a.m.

It has been decided that cars may run without nave plates and wheel spars, but these must be carried on the car throughout the rally.

The majority of British competitors start from Glasgow, the official point of departure in Great Britain. There, the Royal Scottish A.C. are responsible for the control and all the arrangements; farther south, the R.A.C. take over at Folkestone, where the cars and crews will be embarked on the *Dinard* for their cross-Channel trip to Boulogne. Incidentally, Clifton's Service Station, at Lee, on A20 out of London, will, as usual, be open to assist competitors in every way possible, as also will be two leading garages in Folkestone—Martin Walter, Ltd., Cheriton Road (on the direct route into the town), and the Folkestone Motor Co., Ltd., also in Cheriton Road. The



This picture of the snowy Col de Braus, which is included in the regularity test circuit, contrasts with that published in the issue of January 4, which showed it free from such hazards. The car is the Talbot which was driven by Miss Kitty Brunell (now Mrs. K. N. Hutchison) in the Monte Carlo Rally of 1929, when the road section included the Col de Braus.



No. 1452:

VAUXHALL WYVERN

THE current Vauxhall policy of offering one basic car with a choice of two engines provides the buyer with interesting alternatives. He can have a six-cylinder car capable of a sparkling performance on quite moderate fuel consumption, or a four-cylinder model giving flexibility and performance sufficient for the needs of very many motorists, combined with a fuel consumption which is unusually low in relation to the size of the car. The 2½-litre six-cylinder Velox has already been road tested, and the 1½-litre four-cylinder Wyvern has recently been tried over a considerable mileage.

The new Wyvern has much greater body space than its predecessor and can seat five, or even six people, instead of four as previously. The width of the front seat has been increased by over seven inches, there is more leg room at the rear, and the rear seat is about one foot wider than in the previous model. There is also much more space for luggage. This considerable increase in carrying capacity has been obtained with only a modest increase of some 150lb in the weight, but there is also an increase in frontal area to be taken into account. As the engine is unchanged and the gear ratios are practically the same, some drop in performance might be expected, but the acceleration from a standstill to 30 m.p.h. is virtually the same as before and the time to reach 50 m.p.h. has been reduced by nearly four seconds. There is some slight loss of acceleration on the gears in the lower ranges, but the car gets going from 30 m.p.h. upwards in a way which suggests that the new body, though bigger, is smoother and creates less drag than the old one. This view is supported by the fact that there is a small gain in maximum speed on the new car, which showed a mean of 64 m.p.h. and will approach 70 m.p.h. with the aid of gradient or a following wind. These results are accompanied by a small increase in fuel consumption, but the Wyvern remains a very economical model.

On a car with this ratio of engine size to vehicle weight, the performance

The Autocar ROAD TESTS

The four-cylinder Wyvern differs from the six-cylinder Velox in having the wheels and the rubbing strip on the front wing in the body colour, instead of in cream and chromium respectively.

DATA

PRICE (basic), with saloon body £475.
British purchase tax £285 7s 6d.
Total (in Great Britain), £760 7s 6d.
Extras: Radio £32 16s 2d, including tax. Fog lamp screen spray, £6 17s 6d.
Heater £10 10s 6d.

ENGINE: Capacity: 1,442 c.c. (88 cu in)
Number of cylinders: 4.
Bore and stroke: 69.5 x 95 mm (2.74 x 3.74 in).
Valve gear: overhead by push-rods.
Compression ratio: 6.4 to 1.
R.H.P.: 35 at 3,200 r.p.m. (B.H.P. per ton (laden) 29.2).
Torque 71 lb ft at 1,800 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 16.

WEIGHT (with 5 galls fuel), 251 cwt (2,324lb).
Weight distribution (per cent) 51 F, 47 R.
Laden as tested: 24 cwt (2,668lb).
Lb. per c.c. (laden) 1.86.

TYRES: 5.60-15in.
Pressures (lb per sq in): 25 F; 35 R.

TANK CAPACITY: 11 Imp. gallons.
Oil pump, 6½ pints.
Cooling system, 10 pints.

TURNING CIRCLE: 35ft 0in. (L. and R.).
Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase 8ft 7in.
Track: 4ft 5in (F); 4ft 6½in (R).
Length (overall): 14ft 4½in.
Height: 5ft 3½in.
Width: 5ft 7in.
Ground clearance: 7in.
Frontal area: 22.5 sq ft (approx.).

ELECTRICAL SYSTEM: 12-volt, 43-44 amp-hr. battery.
Head lights: Double dip, 42/36 watt.

SUSPENSION: Front, coil springs, wishbones; anti-roll bar.
Rear, half-elliptics.

PERFORMANCE

VAUXHALL WYVERN

ACCELERATION: from constant speeds.

Speed, Gear Ratio, and time in sec.			
M.P.H.	4,625 to 1	7,576 to 1	15,423 to 1
10-20	13.5	7.2	—
20-30	14.2	10.3	—
30-40	17.3	—	—

From rest through the gears to:

M.P.H.	sec
20	14.6
30	25.1

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	64 (mean) (68 best)	103 109
2nd	35-49	55-79
1st	15-24	24-38

TRACTION RESISTANCE: 35lb per ton at 10 M.P.H.

TRACTION EFFORT:

Top	Pull (lb per ton)	Equivalent Gradient
Second	240	1 in 151

BRAKES:

Efficiency	Pedal Pressure (lb)
90 per cent	120
65 per cent	90
41 per cent	50

FUEL CONSUMPTION:

28.2 m.p.g. overall for 670 miles.
Approximate normal range 20-32 m.p.g. British Fuel.

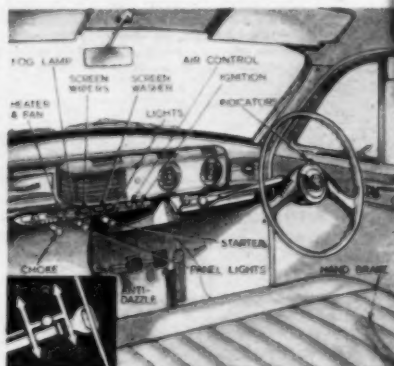
WEATHER: Damp surface, light wind. Air temperature 40 degrees F. Dry concrete for brake tests.

Acceleration figures are the means of several runs in opposite directions.
Traction effort and resistance obtained by Tapley meter.

Model described in "The Autocar" of August 24, 1951.

SPEEDOMETER CORRECTION: M.P.H.

Car Speedometer	10	20	30	40	50	60
True Speed	10	20	29	40.5	51	59.5



ROAD TEST continued



The luggage locker provides an exceptional amount of useful space. The tool roll is in the box between the hinges and the jack is clipped to the rear wing valance. The spare wheel is carried beneath the floor and can be slid out below the bumper.

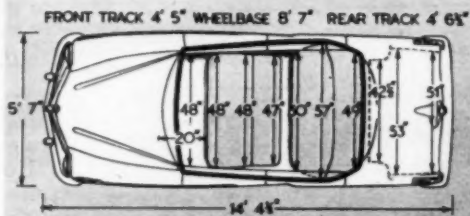
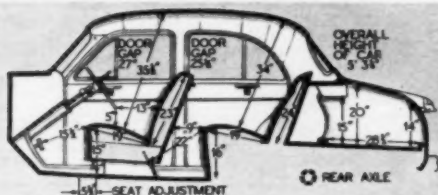
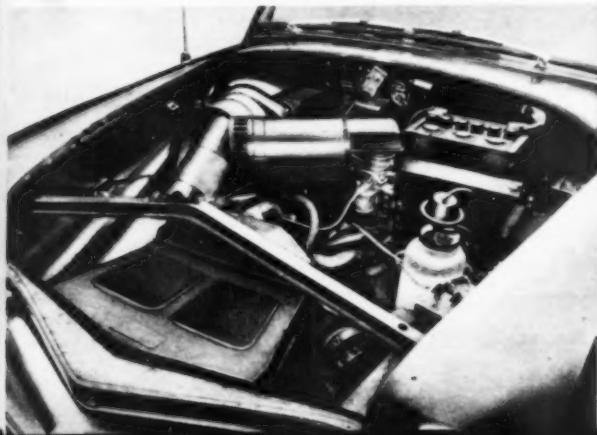
naturally depends very much on the driver. Used in a leisurely way, the car will pull smoothly from speeds as low as 12 m.p.h. on top gear, even with four people on board, and from 30 to 50 m.p.h. it is really quite brisk and overtakes other cars without undue delay. The leisurely driver will find, however, that fairly early gear changing is desirable on the steeper main road hills; a quick drop into second gear will enable them to be climbed at 30 to 35 m.p.h., but if the operation is delayed the speed falls off fairly quickly.

On the other hand, it is a car which responds generously to more sympathetic treatment. A driver who is prepared to think ahead in order to maintain his cruising speed can put up surprising averages and is greatly assisted by unusually good road-holding and steering qualities. He will find that the car cruises happily at 50-55 m.p.h., with a pleasing absence of engine or wind noise, and will hold 60 m.p.h. without the power unit becoming too obtrusive. In these conditions the Wyvern takes most main road hills in its stride, and on the crowded roads of Britain can hold its own with much more powerful cars. The flexible engine mounting is very effective and the power unit is both smooth and quiet. The fact that it has four cylinders and not six is apparent only below about 14 m.p.h. on top gear.

The Wyvern is a steady car with an exceptional resistance to pitching and rolling. The suspension gives a level, well-damped ride on main roads or rough byways and the problem of preventing transmission of road and mechanical noise through the unit structure has been well handled. The only exception to this was a slight vibration perceptible in the floor of the rear compartment, coupled with some transmission noise when the speed approached the maximum.

The steering is light, almost disconcertingly so on icy or slippery surfaces, but the car holds its course well and is free from vices. The designers seem to have struck a happy

By releasing the hinge pins at both sides, the bonnet can be removed completely in a few seconds. Visible in this view are the downdraught carburettor, screen spray, battery and on the scuttle, the fuse group and flexible drive to the screenwipers. For normal replenishments the bonnet can be lifted from either side.



balance between understeering and oversteering, and the car can be held into sharp corners with only the pressure of finger and thumb on the slim rim of the steering wheel. A quick flick of the wheel is enough to send it sweeping through the average roundabout, while manoeuvring in traffic is made easy by the lightness of the steering and the very satisfactory lock.

The brakes, which combine a Lockheed operating system with a special Vauxhall shoe linkage, are effective and even in operation at all speeds, and have a reassuring reserve of power for use in real emergencies. The action is not very progressive, and a fair initial depression of the pedal is necessary to produce any considerable result, but after that the brakes take effect quickly and by no means fiercely. The hand brake is operated by a robust pull-up lever at the side of the driving seat and has a powerful action which inspires confidence when the car has to be parked on a gradient. The ratchet is really positive in action, and there is a guard over the button to prevent its being released accidentally.

A bias spring directs the steering column gear lever towards the top and second gear positions and the whole mechanism acts with satisfying precision. Normal changes between second and top are rendered extremely easy by the baulk ring synchromesh, and really quick full throttle changes can be made on occasions when the maximum acceleration is required. The clutch action is light and smooth.

The Wyvern is an easy car to enter and all the seat cushions are well proportioned to give comfortable support over long distances. The upholstery is in a plastic material which is both durable and easy to clean. The driving position is unusually good and drivers of varying stature are well catered for by a very smooth sliding adjustment for the bench front seat. The screen pillars are fairly thick, but the wide curved screen brings them back to a point where the obstruction is not often of great importance in ordinary driving. The bonnet is too high to allow a view of the left-hand front wing, and the driving mirror, although admirably placed, is too small to take full advantage of the large range of vision afforded through an exceptionally wide rear window. In the rear seats the head room is not quite as great as the size of the car leads one to expect, particularly when one is leaning well back.

The screenwipers on Vauxhalls always earn good marks, as they are positively driven from the engine camshaft, a method which ensures adequate power and silent operation. On the Wyvern, the blade pivots are placed wide apart, so that the most important areas of the screen are adequately cleared. Clear vision on muddy roads is greatly assisted by the use of the screen spray which is an optional extra. The head lamps are of the double-dip variety and give a good main beam which is fully adequate for the performance



A massive grille conceals the radiator and the air intake for the ventilation system. The fog lamp is an approved extra.



A distinctive rear wing line identifies the Vauxhall from astern. Other features are the press buttons for the door locks, the flush-fitting petrol filler, mounted high, and the large rear window.

of the car. The single horn, however, gives a rather feeble note.

In its external appearance and in the way it is put together, the car owes much to United States methods, as might be expected in a vehicle coming from a company forming part of the General Motors group. The upholstery is simply finished and there are no arm-rests at front or rear. The instrument panel is extensively decorated with chromium and plastics and should therefore appeal in markets where American influence is strong. Credit is due for the clear marking of all switches and controls and the positive manner in which they function. The heater and de-mister, fog lamp, screen washer and radio are all optional extras, but the controls are incorporated in the standard layout whether they are fitted or not. On the car tested all these items were present and proved their value.

The heaters fitted on Vauxhall cars have for some years been among the best available and the standard is well maintained by the installation in the Wyvern. Warm air begins to arrive in about one mile after a cold start and thereafter the output rapidly increases. According to the position of the controls, the system gives a choice of three types of ventilation. With the heater circuit closed there is a cold air supply to the interior and to the de-mister, from the intake at the front of the car. With the heater circuit open and the air duct closed, the car interior can be warmed quickly by recirculating air. Finally, with the air ducts and heater circuits open, the car is ventilated by warm fresh air, with a supply of cooler air to the de-mister.

There are drawer-type switches for the side, head and fog lamps with an inter-lock to prevent the head lamps being switched on before the side lamps and to prevent the side lamps being switched out before the head lamps. There is a rheostat switch for the fascia illumination. Instruments comprise a speedometer with total mileage

recorder and a high beam indicator for the head lamps, together with a second dial incorporating fuel gauge, engine thermometer, and indicator lamps for dynamo charge and oil pressure. The speedometer proved almost accurate.

There is a good interior lamp in the roof with its own switch. There are two ashtrays on the instrument panel and one set in the back of the front seat. The floor coverings comprise a moulded rubber mat under the driver's feet and rubber-backed carpets for the remainder of the space. The only point of criticism in this respect is the moulded felt covering over the gear box, which seems to be easily soiled. The door trim, on the other hand, is of a plastic material which, like the upholstery, seems to be resistant to staining and easy to clean.

Routine replenishments are assisted by a bonnet which opens from either side or can be lifted off completely in a few seconds by releasing the hinge pins on both sides. Oil filler, plugs, carburettor, starter and dynamo are easily accessible, but the duct and heat exchanger for the ventilation system obstruct access to the distributor and fuel pump. For use in undeveloped territories, some additional protection from mud seems desirable, as there is a tendency for this to splash up through the joint between the bonnet and the wing and to run along the top.

Engine starting was instantaneous even after the car had stood in the open on a frosty night.

The Wyvern strikes one as a sturdy, simple car which achieves a good balance of desirable qualities; it should meet the needs of many owners in Britain and overseas who require a large carrying capacity with low running costs. It is comfortable, safe and easy to drive.



The big doors are held open by positive checks. Controls for the optional radio are alongside the instrument dials; minor controls and switches are conveniently grouped below. On the corner of the rear seat is the press button to release the locker lid.



Lined with stores and shops and running parallel with the waterfront, Front Street, Hamilton, is Bermuda's main street. Normally peaceful, it buzzes with activity when a liner docks.

BERMUDA TODAY

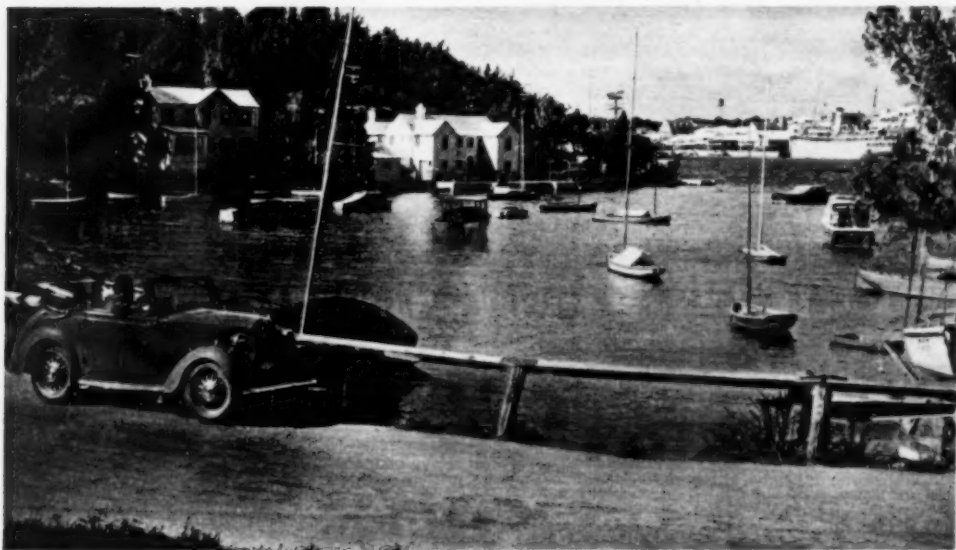
Is No Longer Carless

LINED up outside the Castle Harbour Hotel were a couple of bicycles, a Hillman Minx—and "the surrey with a fringe on top," that graceful little contraption we heard about (and possibly saw) in "Oklahoma." Perhaps I had better explain that the Castle Harbour Hotel is in Bermuda, the magic, colourful island group in mid-Atlantic, which has allowed motor traffic only since 1946. I was recently there and was able to have a look at the motoring scene after five years.

It is a queer experience to see parked among the shining new Austins, Morris and Fords, several quaint old horse-carriages like the one Dai and Arthur Martin, a pair of coloured brothers, have been driving in old St. George, the former capital, for the last fifty years. But one finds that



The clip-clop of the hooves, the gentle progress, the airy open coachwork . . . no motorist can ride in a little horse carriage without some regrets for science. The Hillman Minx coupé feels this, too, and makes a striking gesture to tradition—and climate—with a fringed surrey top.



A Standard Eight, small enough to come within the legal limits, halts by a yacht pool to look across to the docks and the S.S. "George Washington."

the old world and the new mingle continually in Bermuda.

Opinion has always been fairly evenly divided about the introduction of car traffic. Before the war a movement to allow it was defeated in the Legislature by one vote only, and this victory for the opposition was attributed to the propagandist activities of Ronnie Williams, editor of *The Bermudian*, who invited world-famous authors who knew and loved the islands to write letters of protest against the proposal. Those letters from Rudyard Kipling, Hugh Walpole, Sinclair Lewis and others carried some weight and it was consequently not until 1946 that the Motor Act became law. Even so, the motorist in Bermuda today finds himself beset by a great range of restraints.

First of all your car must not exceed the standard measure-

ments of 64 by 162 inches. Cars of more than 10 h.p. are not allowed, and the road tax is set at the prohibitive figure of £2 10s per h.p. per annum. Speed is limited to 15 m.p.h. in Hamilton and St. George, and 20 m.p.h. elsewhere. If you exceed these limits you are liable to forfeit your licence for six months.

Cars may be driven only by residents or visitors who have been in Bermuda at least thirty days. If you sell your car before you have had it five years, you are not allowed to buy another for twelve months unless you have shipped the old car out of the colony. Used cars may not be imported into the islands.

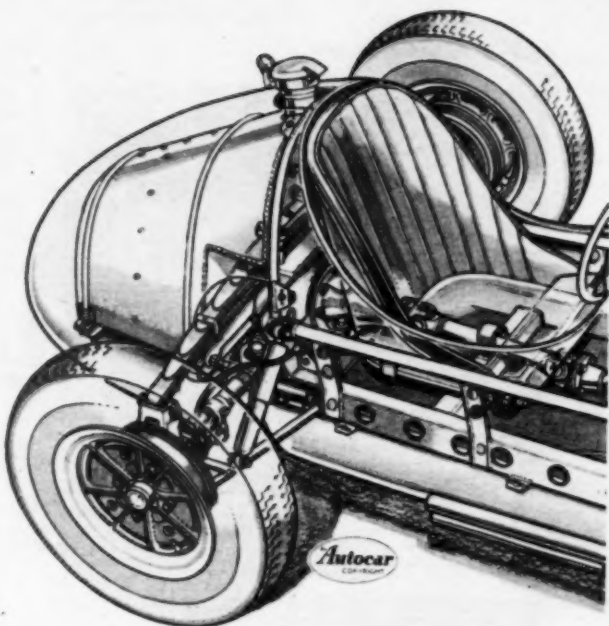
The islands now have over 2,000 cars and 400 taxis.

S. HEPPNER.

INTERESTING COMPETITION CARS

Formula 2 Cooper

**SURBITON FIRM PRODUCES A
2-LITRE RACING CAR FOR 1952**



THE enthusiastic Coopers of Surbiton, father and son, have now extended their range of racing car designs still further by the development of a genuine single-seater 2-litre, for use in formula 2 events. This is of especial importance, in view of the increased interest which is being shown this year in this formula, and because the future Grand Prix formula (which does not, of course, come into force until the beginning of 1954) will, no doubt, attract many cars which will, so to speak, grow up out of formula 2 designs.

The basis of the new car is a chassis frame of the same type as that of the 1951 Cooper 500; that is, the side members are box-section, with cross-members of similar design, and above each longitudinal member runs a steel tube, braced vertically by flanged plates stiffened by swaged holes. Tubular hoops are incorporated to act as body mountings; naturally the size and gauge of many of these members is greater than that employed in the smaller versions. At both front and rear there are fabricated boxes, carrying the transverse leaf springs on their upper faces; that at the rear also incorporates the final drive housing.

The suspension at both front and rear follows normal Cooper practice, with tubular lower wishbones and telescopic dampers.

In this chassis is mounted the 2-litre Bristol engine and gear box unit, in the conventional position in front of the driver and not at the rear as in the 500. In the prototype car the transmission line runs very slightly upward towards the rear; it is, however, later proposed to lower the propeller-shaft and to utilize a different final drive unit of the type incorporating a pair of spur gears at the rear, enabling quick changes of ratio to be effected. The present unit uses a straight-cut crown wheel and pinion giving a ratio of 3.4 to 1; this, together with the normal type of differential, is of E.N.V. manufacture.

Deflected Column

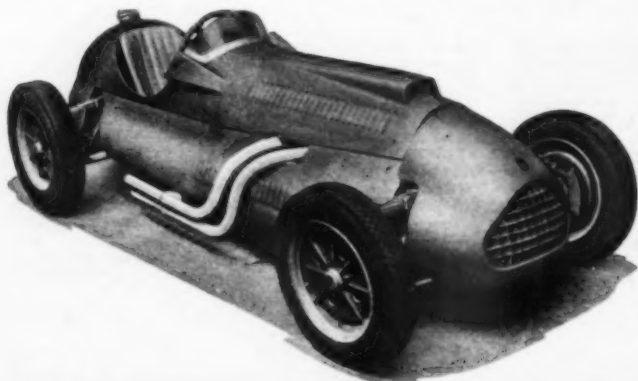
Steering is by rack and pinion, the centrally mounted steering column being deflected to one side of the cylinder block by the use of a pair of Mollart universal joints; 1½ turns of the wheel take the steering from lock to lock. All the transmission universals are of the

Hardy-Spicer needle roller pattern. The central gear lever is cranked to one side to permit the driver to reach it with ease with his right hand.

From the final drive unit the drive is taken through short shafts out to each rear wheel, which is mounted on a fabricated hub carrier, again in line with previous Cooper practice. The brakes of the formula 2 car are Lockheed two-leading-shoe hydraulic, 10in diameter by 1½in wide, working in cast magnesium-alloy integral wheels and brake drums; these have Wellworthy centrifugally cast liners. The rim size is 15in, and the Dunlop Racing tyres are of 5.50in section at the rear and 5.00in section at the front. Independent brake master cylinders are used for front and rear circuits.

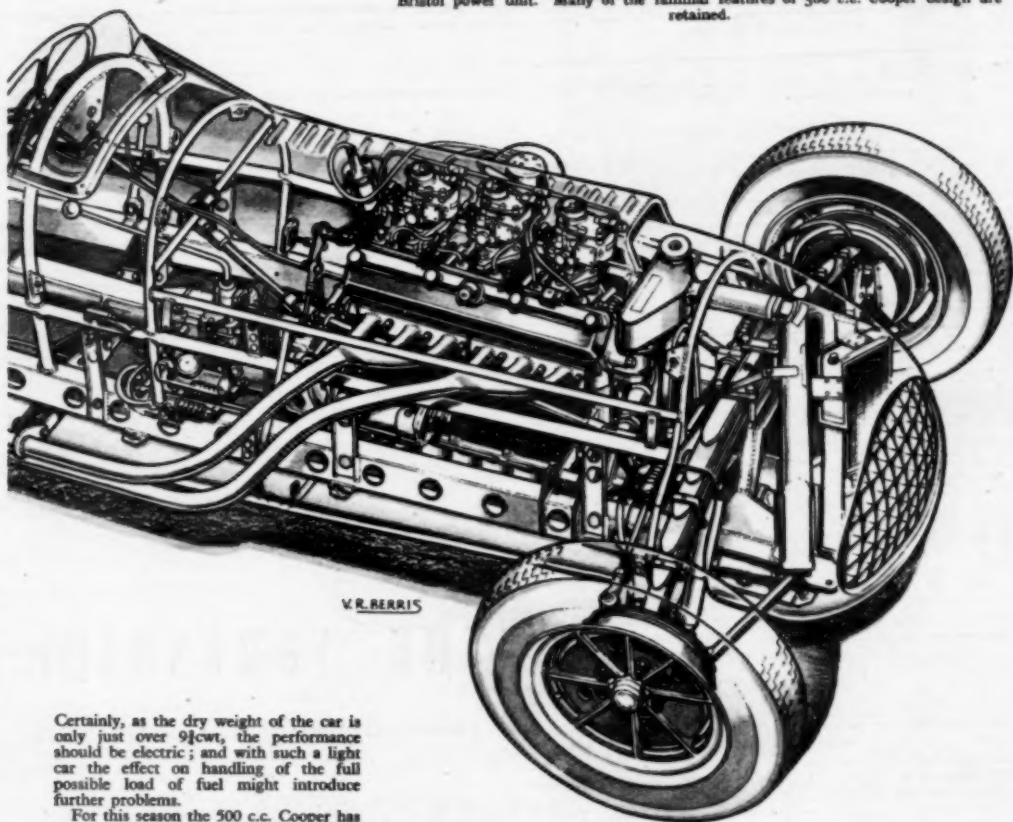
Fuel is carried in three separate light-alloy tanks, one mounted in the tail and one on each side of the chassis. The tail tank has a capacity of 14 gallons, while each side tank holds 7 gallons, making a total fuel capacity of the useful figure of 28 gallons. The fuel feed is by mechanical pump, driven from the engine inlet camshaft. Oil and water radiators form a single unit in the nose of the car, which is fitted with a good-looking single-seater aluminium-panelled body; the grille is of the "egg-box" aluminium section type first popularized by Ferrari.

The engine is stated to give 122 b.h.p. in its present form, running on 80-octane fuel; greater outputs can be obtained by the use of petrol-benzole-methanol mixtures, but at first John Cooper proposes to use the former fuel in the interests of the lower consumption obtained thereby.



Compact and graceful, the new 2-litre Cooper shows to advantage the new design of its radiator grille.

The sectioned drawing of the 2-litre Cooper shows the compact installation of the Bristol power unit. Many of the familiar features of 500 c.c. Cooper design are retained.



Certainly, as the dry weight of the car is only just over 9½cwt, the performance should be electric; and with such a light car the effect on handling of the full possible load of fuel might introduce further problems.

For this season the 500 c.c. Cooper has been considerably modified by the introduction of a new, all-tubular, chassis frame. This consists of two parallel steel tubes on each side, sweeping in slightly at front and rear, and vertically braced in the same manner as the side members of the 2-litre car. Tubular cross-members are used; at the front a modified version of the fabricated box structure carries the transverse leaf spring, the rack and pinion steering assembly, and so on, while at the back a fabricated channel section bridge, together with tubular bracing members, carries a new magnesium-alloy cast housing for the final drive sprocket. This housing also forms the mounting for the mechanical fuel pump, and, being much narrower than the welded box previously used, permits longer driving shafts to be fitted, with the consequent advantage of less angular movement on the universal joints. It does not, however, provide sufficient room for the use of a ZF differential (no differential is normally employed in the 500 c.c. car), but few drivers find this desirable.

Magnesium alloy is also used for the final drive sprocket, the rear hub carriers, the brake back plates, and, of course, the integral wheels and brake drums. The rates of the transverse leaf springs are lower than hitherto, giving a softer suspension; telescopic dampers are again

used. The remainder of the car follows previous Cooper practice; an ingenious detail is the use of one of the upper tubular cross-members as the reservoir for the chain oiling system. The dry weight of

the complete car with twin-o.h.c. Norton engine is stated to be 560lb, which is some 50lb lighter than the 1951 version. A photograph of the new 500 in chassis form appears on p. 88.

2-LITRE SPECIFICATION

Engine: Bristol, 6-cyl, 66 x 96mm, 1,971 c.c. Push-rod-operated inclined o.h.v. Compression ratio 8.5 to 1; 122 b.h.p. at 5,500 r.p.m. on 80-octane fuel. Three Solex carburetors, Lucas coil ignition.

Transmission: Bristol close-ratio four-speed gear box, E.N.V. final drive unit. Overall gear ratios (prototype): 3.4, 4.5, 6.3, and 10 to 1.

Suspension: Independent all round by transverse leaf springs and wishbones. Telescopic dampers. Rack and pinion steering. 1½ turns lock to lock.

Brakes: Lockheed 2LS hydraulic front and rear, 10in x 1½in; integral cast magnesium-alloy wheels and brake drums with Wellworthy liners.

Tyres: Dunlop Racing; 5.00-15in front, 5.50-15in rear.

Fuel System: Total capacity 28 gallons, contained in three tanks; feed by engine-driven AC mechanical pump.

Main Dimensions: Wheelbase 7ft 6in, track 4ft 2½in. Dry weight 9cwt 3qr 12lb.



Rather reminiscent of a racing Simca-Gordini, the rear view presents a minimum area even when the cockpit is occupied.



With a corner well chipped by vehicles squeezing by, a good coat of tar to protect it from the seas which wash over it and an underground stream undermining it, the "Coo and Lobster" at Staithes has a justifiably grim aspect.

DESPITE the much-publicized charms of Devon and Cornwall, it must not be thought that there are no comparable cliffs and fishing villages in the north of England. On the contrary, Boulby Cliff, towering 666ft above the sea, is the second highest in England, and Runswick and Robin Hood's Bay can rarely be excelled for pictorial charm elsewhere in England. Scarborough, the queen of watering places, exceeds the highest expectations, and Whitby, farther to the north, is truly the haunt of the artist.

Not having visited the coast of my native county for many years I decided to revisit the whole of the North Riding coast, seeking out and photographing the more interesting features and exploring the fascinating byways with which this region abounds.

I began my journey at Middlesbrough, and this great engineering centre, with its iron and steel works, generally holds me like a magnet until I can tear myself away from its two bridges across the Tees. As Middlesbrough can take credit for the Sydney harbour bridge and the new Lambeth bridge, it is not surprising that something rather special should be reserved for its own beloved Tees. I therefore advise you to cross the Newport bridge and

return by the transporter bridge. The first is the sort of fantastic creation one would love to copy with Meccano. Here a great chunk of the road bridge, 270ft long and 66ft wide, rises 100ft in three-quarters of a minute. The entire section rises vertically like a lift and the 6,000 tons of girders, machinery and towers required to perform this operation make this bridge the biggest of its kind in existence. When you can tear yourself away from this stupendous structure, drive round to Haverton Hill and Port Clarence, in Durham, and then embark on the transporter bridge, which will take you across the mouth of the Tees back to Middlesbrough. I have crossed rivers by bridges, by ferries, and even by driving through them, but this time I took to the air, being slung across in a cage suspended by wires from an overhead railway. This bridge is 850ft long and rises to a height of 225ft. The cage (or transporter car, as it is called) will hold several cars and quite a crowd of people. To cross this bridge is one of the cheapest forms of entertainment, though I doubt if you would be encouraged to do it all day!

The nearest coastal resort is Redcar, situated on the flat northern tip of the coast, but the cliff scenery starts at Saltburn, 13 miles east of Middlesbrough. Saltburn is perched high above the cliffs with the mouth of the Skelton Beck at the bottom, reached by a main road corkscrew hill sufficiently steep to offer hope of more exciting roads to come.

The Ship Inn on the beach is the last picturesque building to be seen for quite a time, for there is little of beauty about Brotton and the iron and steel works of Skinninggrove. Nevertheless, it is here we turn off from the main road and head towards the steel works, subsequently descending to the village and following a narrow road leading to the beach. At this point it seems futile to go on as

THE YORKSHIRE

A TRANSPORTER BRIDGE : THE OLD



Robin Hood's Bay—a study in stonework.



Runswick Bay: In Yorkshire the fishing boats, in aspect and construction, are one of the many echoes of the northern invaders of long ago.



Middlesbrough's notable transporter bridge, with a load of people and cars travelling across.

COAST by G. Douglas Bolton

HARBOURS : A STREET IN STEPS

the road appears to expire on the sands, but when you get there a hairpin bend leads to the start of a tarred lane which promptly soars in serpentine curves up the forbidding slopes of Boulby Cliff. My Austin Sixteen made a nice, clean ascent on second gear, but then I knew about the hill and got moving in good time. Pause when you can and look back to the forbidding view dominated by hen-cotes, steel works and grim cliffs. The narrow lane, barely car width, climbs steadily to a little place called Upton, beyond where the road attains its highest point (682ft). You can then walk across the fields to the highest point of Boulby Cliff, where, if you step over the edge, there is nothing but space for 666ft with sea and rocks at the bottom. At the time of my exploration I was unaware that this cliff has the engaging habit of depositing many tons of rock and earth without warning even where the brink does not overhang. I did notice, however, that the path at the extreme edge was cracked and fissured, suggesting it might vanish at any minute. Although it was a mild, sunny day, haze prevented much view. The sea was so far beneath that only the faintest murmur reached my ears. I photographed the crumbling cliffs, evidence of continual sea erosion on this coast, and beat a hasty retreat to the car.

Embattled Pub

The lane descended steeply to join the main road leading towards Staithes. There is a good road to the top of the village followed by a steep descent and a narrow street winding round to a car park along the sea-front. This most beguiling of fishing villages is hemmed in by cliffs with houses huddled almost on top of each other. The village is split by the Roxby Beck, with cliffs on either hand. On

the sea-front is the Cod and Lobster Inn, which you will have noticed on your way to the car park, the village street being so narrow at this point that parts of the Cod and Lobster must adorn many a mudguard. This redoubtable inn presents a sombre aspect owing to a coating of tar used as a protection from the sea, which washes right over the top in heavy weather and creeps up the main street. To add to the confusion an underground stream floods from beneath, and the poor inn constantly maintains a gallant fight against the worst that nature can do. This must be pretty bad, as my informant stated that the inn had been washed away twice.

The main road keeps a mile or two inland for most of the distance between Saltburn and Scarborough, hence the coastal villages and hamlets all require a road to themselves. All this coming and going eats up a lot of time, and by the time I had driven out to the strange little hamlet of Port Mulgrave and returned to Hinderwell it was time to put up for the night. I had reserved accommodation at Ugthorpe Lodge, occupying a position high up on the moors of the Cleveland Hills not far from the Guisborough to Whitby main road. Nevertheless, this is a somewhat lonely, windswept, farmhouse type of hotel which definitely has "atmosphere"; the food is good and you will receive a cheerful welcome.

Next morning I was off early, hoping a leaden sky would give way to a sunny day. I halted by an ancient windmill nodding in its dotage by the wayside and listened to the radio, but the weather was still uncompromising. I dipped down to the village of Ugthorpe and continued beyond until halted by a signpost pointing up a river towards Mulgrave. I splashed across, parked the car on the far side, and then paddled about photographing this motorable river, the first I have seen. Although navigable only when not in flood this is an admirable spot for car-cleaning purposes in summer. High banks give access to the car roof and water is laid on!

I potted round to Runswick, a delightful resort with colourful cottages sprawled up the cliff-side like a Yorkshire Clovelly. A rough unmetalled road descends precipitously to the village, but it is better, much better, to park your car at the top. My visit was on a Sunday and the place was a tangled mass of cars unable to pass each other in the streets,



Scarborough spread out below Oliver's Mount.

here little wider than paths. This sort of thing is apt to give motorists a bad name and it is much more pleasant to walk down on foot. The drivers of several cars I saw will probably agree, on looking back to their damaged paintwork and bent mudguards! Apart from a rash of wiring and electricity cables, which are a blot on the landscape, there are lovely corners of Runswick Bay with flower-festooned cottages and rich, red pantiles.

The bleak cliffs of Kettle Ness were not worth my long detour on a dull day, and somewhat discouraged I rejoined the main road at Lythe, descended the one in five Lythe Bank and drove slowly through Sandsend, where the road is built up over the beach, affording delightful prospects towards Whitby. Unfortunately you are forbidden to park on the road and it will cost you 1s to park off the road; hence most motorists carry on to Whitby.

But No Pathans

The mouth of the Esk forms a good harbour for Whitby and separates the old and the new towns, or Eastcliff and Westcliff as they are called. The road descends to the harbour by the Khyber Pass, a short hill with a convenient car park half-way down and a glorious view of most of Whitby from the top. It is worth using this car park and exploring the streets of Eastcliff on foot. I spent the afternoon wandering round the quaint old alleys and wharves and in climbing the 199 steps to the venerable church of St. Mary's near the fine old ruins of Whitby Abbey.

Next day I by-passed Whitby by following the Ruswarp road and continued up the long climb to Red Gate where a very rough track descends to Falling Force. The ruts and bumps made me wish I had gone down on foot, though the lofty waterfall in its wooded setting made a pleasing scene.

Careful map-work brought me to Robin Hood's Bay, another village built up the face of steep cliffs with quite a modern town at the top. The main street is so steep that the pavement is in the form of a continuous staircase, and a warning notice often fails to discourage cars from making the descent. The gradient must be at least one in three and a half and it is worth watching cars making the climb. I

might add that I have watched a lorry both descend and climb this hill, so it is quite feasible!

An endless maze of paths and alleyways creeps around and about the houses, many of which are built on top of each other; and if you keep on moving it is impossible to get lost, although you may emerge at a higher or lower level than your starting point. The village is a jumble of old cottages, boats in the street, fishing nets, crab-pots, Ye Olde Shoppes, inns and cafés, flights of steps and arches, narrow alleys, and tiny gardens adding a splash of colour to the scene.

Another long detour brought me to Ravenscar and the Raven Hall Hotel which has battlements on the cliff edge. Here you can peer down at the sea hundreds of feet below and you can do so in perfect security, a great boon in this land of crumbling cliffs.

Another trip on another day involved a visit to the delightfully secluded Hayburn Wyke Hotel, where I enjoyed a meal of genuine excellence. Thus fortified I walked through the dense woods (owned by the hotel) leading down to the shore, a delectable spot. The hotel gardens are attractive in which to while away an hour or two, but I felt the call of Scarborough, my favourite holiday resort, and I was soon wandering around the fragrant paths of the Holbeck Gardens, followed by a visit to the magnificent Spa. Few holiday resorts can boast that they have everything, but Scarborough is an exception. The Spa is the social rendezvous and overlooks the splendour of the south bay dominated by Castle Hill. A profusion of flower-scented gardens covers the face of the cliffs and there are many shaded nooks and secluded walks. You can wander for miles if you feel like it. The modern town stretches a mile inland and the shops are famous. The Marine Drive winds round the base of the Castle Hill and leads to the north bay, admirably suitable for children. Here are good sands, an open-air theatre, a most intriguing miniature railway and Peasholme Park. Most of Scarborough can be seen from the neighbouring Oliver's Mount, but if you climb the Castle Hill both bays are at your feet and you can descend to the harbour along steep streets awakening echoes of medieval Scarborough.

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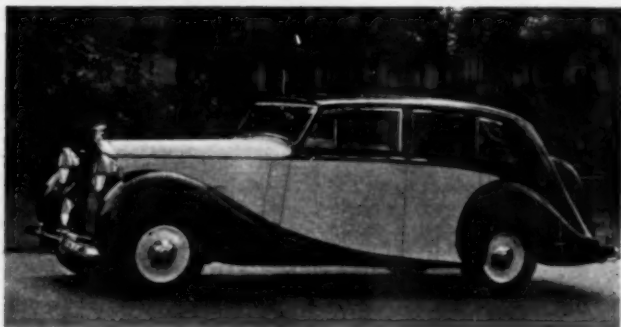
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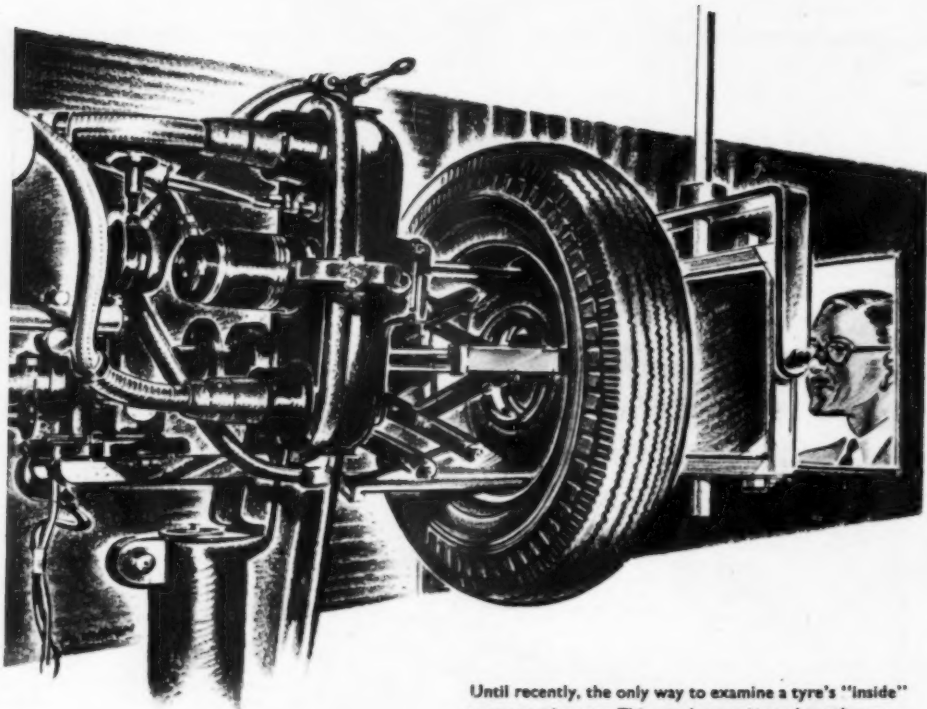


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THE INSIDE STORY

Until recently, the only way to examine a tyre's "inside" was to tear it apart. This was destructive and not always reliable. Dunlop research workers have therefore harnessed ultrasonic waves and X-rays into the service of the tyre examiner. These show him quickly and accurately what his own eyes cannot see, the inside structure of a tyre. X-ray examination now means as much to the tyre-scientist as it does to the surgeon. The method used at Fort Dunlop provides a clear and detailed picture of the structure without any need to damage the tyre. Studying these pictures is a valuable addition to normal inspection. Where a permanent record is needed, or for research, the picture is photographed. For direct inspection it can be thrown on a fluorescent screen, as shown above. X-ray viewing, another advance made possible by the Dunlop Research Centre's work, is typical of many tests introduced by Dunlop to secure and safeguard the high quality of your tyres.

DUNLOP RESEARCH

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131/174

NEW CARS DESCRIBED



The Starliner Commander, Studebaker's new hardtop with o.h.v. V-eight engine.

Studebaker Introduce Hardtops

NEW BODY STYLES AND REVISED FRONTAL APPEARANCE FOR 1952

INTRODUCTION of the 1952 Studebakers practically completes the conquest of the American industry by that oddly named body the "hard-top convertible," which is really a pillar-less two-door saloon with a lot of window area. Studebaker's version is the Starliner, available in both Champion and Commander ranges. These cars have similar chassis, with a wheelbase of 9ft 7in, but the Champion is powered by a side-valve six-cylinder engine of 2,779 c.c. delivering 85 b.h.p. at 4,000 r.p.m., while the Commander has the overhead-valve V-eight engine introduced last year. With a swept volume of 3,812 c.c., this engine develops 120 b.h.p. at 4,000 r.p.m.

Starliner models are available in eleven different two-tone colour combinations, and there is a choice of two different styles of nylon upholstery, or two kinds of leather at extra cost.

The previous Studebaker models are continued with certain styling modifications for 1952. These affect not only the Champion and Commander, but also the larger Land Cruiser, which has the V-eight engine in a chassis with a wheelbase of 9ft 11in. Most important alteration is the redesigned front end. For two years now, Studebaker have taken an individual line, with a nose designed round a large chromium spinner motif, but no American manufacturer now seems to be willing to remain for very long outside the main stream of styling evolution, and for the current year Studebaker comes back with a low, wide intake in a frame which sweeps round the corner of

the front wings, in the manner which is now practically a standard feature of American appearance.

Head lamp shrouds extend to enclose new parking lamps of increased size, and bonnet ornaments are new. Tail lamps are enclosed in shrouds coloured to match the body panelling; this increases the apparent length of the rear wing and caters for the current taste, which demands that the car shall look as long as possible. Minor changes include new locker lid handles and redesigned stainless steel gravel pads on the rear wings of the more expensive models.

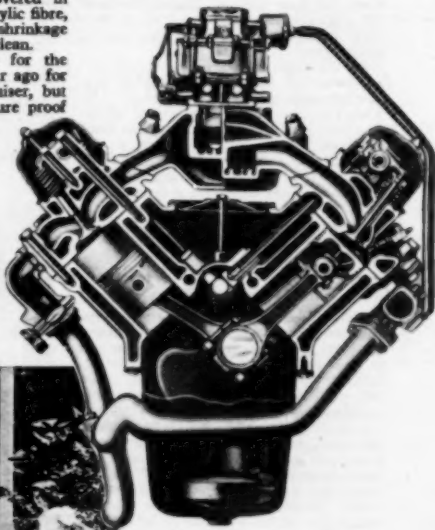
The actual convertible bodies, as opposed to the hardtops, have larger rear windows and the tops are covered in Orion, a new fabric made of acrylic fibre, which is said to be resistant to shrinkage and weathering and easy to clean.

No changes are announced for the V-eight engine introduced a year ago for the Commander and Land Cruiser, but ignition systems are now moisture proof

The o.h.v. V-eight engine which powers the Commander and Land Cruiser. The valves are in line in wedge-shaped combustion chambers and the inlet manifold is heated by exhaust gas, which flows up through passages between the cylinders.

and dynamo output has been increased on both Champion and Commander. The latter also has a new starter in which the pinion is positively engaged until the engine is fully operating. Purchasers still have a choice of three transmissions on all models, a synchromesh three-speed gear box, plus overdrive, or an automatic transmission consisting of a torque converter plus two-speed planetary gear set and a clutch to lock the converter for main-road cruising.

Brakes now have floating rear shoe anchorages and linings with improved resistance to fade.



The 1952 Studebaker Champion de luxe two-door saloon, showing the new front-end styling, with low air intake in a grille which is wrapped round the wings. Bumpers, head lamp shrouds and bonnet emblems are also revised.





The Chrysler New Yorker Newport, a version of the popular hardtop style for 1952. This model has the 180 h.p. V-eight engine, and power steering is optional. External changes are confined to wheel covers and tail lamps.

Chrysler and Plymouth for 1952

REARMAMENT PREVENTS EXTENSIVE CHANGES

DEMANDS of the rearmament programme have prevented most American manufacturers from undertaking extensive new tooling programmes for their 1952 models and the latest cars announced by Chrysler and Plymouth show few changes since 1951. Last year's important innovations, the 180 h.p. o.h.v. V-eight engine, the Hydramatic power steering and the torque converter transmission, form the main Chrysler sales points for 1952. There has been a reduction in body styles but the customer still has eighteen body versions to choose from, including saloons, coupés, hardtops and station wagons in a choice of thirteen solid colours and six two-tone colour combinations.

All Chrysler models, except the Windsor, have the o.h.v. V-eight engine with hemispherical combustion chambers. The side-valve six-cylinder engine used on the Windsor and Windsor de luxe has been improved for the current year by an increase in the stroke, raising it from 114.3 mm to 120.6 mm, producing a swept volume of 4,334 c.c. With a compression ratio of 7 to 1 this engine now delivers 119 h.p. and shows a flatter torque curve, with a higher maximum figure than before.

Popular Power Steering

Hydraulically operated power steering has proved to be one of the most popular innovations ever made by Chrysler and is now available as an extra on the six-cylinder Windsor de luxe as well as on the eight-cylinder models. It remains a standard fitting on the big eight-cylinder Crown Imperial. The new Oriflow spring dampers introduced last year have been improved by modifications to piston and valve assemblies and similar modifications apply to those fitted to the Plymouth range. External changes on the Chrysler are slight, being confined to new wheel covers and new tail lights incorporating reversing lamps, but the interiors have been re-styled throughout.

The Plymouth, one of the big three in America's low price category, shows a number of detail improvements for 1952, notably to the engine, brakes and sus-

pension. The six-cylinder side-valve engine has a newly designed combustion chamber, said to provide smoother running. It still delivers 97 b.h.p. on a compression ratio of 7 to 1. Swept volume is 3,567 c.c. Longer life is claimed from the use of new bearing metals, and higher operating temperatures are permitted by a new pressure-vent radiator cap. Similar modifications have, incidentally, been made to the Chrysler cooling system, which now operates at a pressure of 7 lb per sq in.

Plymouth's synchromesh gear box has been improved in detail to give quicker and more positive engagement of gears and there are modifications to the rear axle permitting more accurate adjustment of gears and bearings. Brakes are improved by the use of heavier backing

plates, and the front brakes have new drums to give smoother operation and better cooling. Bonded linings are used. Suspension is improved by the modified dampers already mentioned and the front springs have an increased range of travel, while there is a new form of interleaving for the half-elliptics at the rear. To assist engine starting in bad weather, the starter has been given a new anti-kick-out feature, and better visibility under adverse weather conditions is ensured by a 10 per cent increase in the speed of the electric screenwipers.

Plymouth body styles cover nine types including two- and four-door saloons, coupés, utilities, convertibles and the Belvedere hardtop. Detail styling changes distinguish the exteriors and they are available in a choice of ten colours.



The four-door Cranbrook saloon, one of the nine body styles in the Plymouth range for 1952. Plymouth is one of America's three most popular cars. It has a six-cylinder side-valve engine of 3½ litres.

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1950 AUSTIN A.125 Sheerline Saloon, 8,000 miles	£1,095	•	1950 MORRIS Minor Saloon, 6,000 miles	£875
1950 AUSTIN A.135 Princess Saloon, 5,000 miles	£2,495	•	1949 MORRIS Minor Tourer, 9,000 miles	£755
1950 ALLARD 2-door Saloon, 9,000 miles	£1,245	•	1950 MORRIS Oxford Saloon, heater, 8,000 miles	£1,145
1950 ARMSTRONG SIDDELEY Whitley Saloon, heater, 6,000 miles	£1,495	•	1950 ROLLS ROYCE 25/30 h.p. Foursome, fixed coupe by Gurney Nutting, 9,000 miles	£5,950
1950 BENTLEY Mark VI Steel Saloon, 13,000 miles	£5,650	•	1950 SUNBEAM TALBOT "80" Saloon, 6,000 miles	£1,175
1950 FORD Anglia Saloon, 3,000 miles	£795	•	1950 TRIUMPH Mayflower Saloon, radio, heater, 13,000 miles	£995
1950 FORD Prefect Saloon, 9,000 miles	£895	•	1950 TRIUMPH "2000" Renown Saloon, heater, 5,000 miles	£1,415
1950 HILLMAN MINX Phase IV Saloon, radio, 4,000 miles	£1,135	•	1949/50 VAUXHALL Wyvern Sal., heater, 12,000 miles	£1,015
1950 HILLMAN MINX Phase IV Drophead coupe, 8,000 miles	£1,125	•	1950 VAUXHALL Velox Saloon, radio, heater, 8,000 miles	£1,175
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On the road to Bognor Regis, Sussex, looking towards Amberley from the well-known Bury Hill.

CORRESPONDENCE

NON-TURNING WORMS

Motorists Who Sit Down Under Attacks

[63943].—I wonder how many motorists are tired of reading in the lay press the ridiculous charges made against them in the matter of road safety, and are surprised that neither the A.A. nor the R.A.C. can find the time or the energy to make an effective reply.

I believe that motorists as a whole should have their case put forward by a competent P.R.O. and that every smear and false charge should be answered. There is surely a tremendous job to be done in educating the people and the Government of this country in the value of motor transport, both for goods and for persons, for business and for pleasure.

We are fast becoming an anti-motorist nation, mainly because of the biased attitude of the daily papers and the B.B.C. In a recent programme reviewing the outside broadcasts of 1951, Wynford Vaughan Thomas saw fit to interject something like this "... and, by the way, let your New Year's resolution be—more careful driving!" He did not ask everyone to resolve to treat the roads with respect; neither did he ask for more careful walking, cycling, marching and horse riding. No, the view of these news-men is, I think, summed up by a line from a recent Sunday paper to the effect that "the motor car can, does, and will kill." Surely some authority should point out that the same is true of the rifle, but we do not walk across a firing range without a moment's thought.

What I feel is needed is either a more vigorous effort by the motoring organizations to provide factual information on the causes of accidents, for the benefit of the road user and the education of the pavement user, or, if the A.A. or R.A.C. cannot be persuaded to perform what I consider to be one of their major functions, a new organization should be formed which, armed with all the necessary statistical and general information, could answer unwarranted charges, and persuade the anti-motorists that not only have the bus, lorry, car, motor cycle, cycle, and so on come to stay, but that in many more ways than one it is a good thing that they have.

A NINER.

Banstead, Surrey.

[In this instance the Editor heartily agrees with the opinion expressed!—Ed.]

LOOKING AHEAD

Which Will be Short—Cars or Cash?

[63944].—Mr. George Weeks [63844] forecasts that the world demand for British cars will result in a scarcity in Great Britain for a long time to come. Mr. Weeks assumes that the foreign demand is to continue with the same pressure and that, because the pre-war demand in Great Britain was for 293,000 cars per

year, the 1952 quota of 80,000 cars will fall far short of home demands.

I would ask Mr. Weeks to consider more deeply why the Canadian car market dried up. The reason is that, although Canadians want our cars, they just do not have the ready money to pay for them. You may have supplied goods which people need very badly but if they have not the cash to buy, why, your goods are valueless, and you have to take them back into stock. This is precisely what our manufacturers have had to do with the cars they dumped into Canada.

Canada is a prosperous country and is in a far better position to buy our goods than most countries, yet Canadians find themselves unable to buy and pay for our cars. If this be the case with Canada, one of the most prosperous Dominions, how do you suppose some of the European countries are placed? The story here is worse. Already the doors are almost shut to our cars in half a dozen European countries. They would like to buy but they just haven't the money.

When the purchasing power of the buying public is reduced by rising cost of living and restricted by high taxation the demand for high-priced goods drops. Our cars are now high-priced goods—and the prices are steadily increasing.

As Mr. Weeks indicates, coming events do indeed cast a shadow before them, but as I see it the shadow is not of shortage of cars so much as shortage of cash.

Brookmans Park, Hertfordshire.

GEORGE BINKS.

LIGHTS IN FOG

Clarification of the Effect of Yellow

[63945].—Apparently my recent letter concerning the use of yellow light in fog left some of your readers a bit in the dark as to what I meant. Perhaps the following will clarify matters somewhat: 1. The normal human retina is sensitive to all the colours between red and purple in the spectrum. 2. (a) Using a beam of white light in fog causes a great deal of reflection of a particular part of the mixture of light so directed through the fog. (b) Our retinae are sensitive to this reflected light, and thus (c) receive impressions from the light reflected from the object to be illuminated (say x units) plus the light reflected by the water particles (the fog), say y units. What does it matter what colour the light reflected by the fog has? The point is that one sees it.

3. (a) Using the same bulb as for 2 (a) under absolutely the same conditions, but now filtering its light with a yellow filter before it reaches the fog, practically the same amount of light will reach the object to be illuminated. (b) This time, however, much less of the light of the beam will be scattered and reflected, depending on the density of the filter. If the filter is of the correct density (theoretically) almost no light will be reflected.

CORRESPONDENCE

continued

(c) From this it follows that the retina will receive impressions only from the object to be illuminated, thus x units. True, this is less than the $x + y$ of case 2 (a), but the amount of useful light is the same so that the eye will be much better accommodated (in this respect I may remind you of a leading article in *The Autocar* not so long ago). Because the total amount of light which reaches the retina is smaller than in case 2 (a) the visual purple will become more sensitive—accordingly the eye can make more efficient use of x units of useful light than of x units of useful light plus y units of useless light.

(From all this it would by no means be correct to assume that the amount of useful light reaching the retina is necessarily yellow in colour, for should one direct a beam of yellow light on, say, a blue object, the reflected light would not be yellow.)

To conclude: The important thing is that no useless light reaches the eyes of the driver, which is important because such light has the same effect as if driving at night with a bright light burning in the car; viz., it diminishes the sensitivity of the retina (which I would rather not explain, for the "how" is not so important).

S. T. P. ELOFF.

Groningen, Holland.

SUSPENSION

Track Changes of Independence

[63946].—I cannot see the point of i.f.s. in quantity-produced cars when excellent road-holding can be obtained by simpler means.

With regard to tyre wear on independently sprung cars surely the constantly changing track scuffs off some of the tread, and the fact that so many miles are covered with only one up means that different camber angles are assumed by each wheel, with peculiar results.

Finally, apart from the low build, wide track, long wheelbase and big tyres, would Mr. Holland Birkett [63906] not agree that the Citroën corners well because it is pulled round by its f.w.d. instead of pushed?

R. E. THOMPSON.

Belfast.

F.W.D. Characteristics That Count

[63947].—With reference to Mr. Holland Birkett's suggestion [63906] that f.w.d., in itself, contributes nothing to road-holding qualities, there are at least three important mechanical characteristics in f.w.d. as compared with the conventional drive; viz:

(1) The vehicle is drawn forward by the front wheels; (2) drive to the road is always in the direction of steering, and (3) as power is applied to the road wheels close to the engine, drive torque cannot cause "winding-up" of the chassis and thus road adhesion of the driven wheels is much more equal than in the conventional system where the power unit and road drive are at either end of the chassis. A rear engine driving the rear wheels also gives this quality.

It does seem that these characteristics must confer marked benefit on the road-holding and general handling qualities of a car.

C. W. CARR.

Eastbourne.

Theory Does Not Cover the B.S.A.

[63948].—How does Mr. Holland Birkett [63906] explain the excellent road-holding of the f.w.d. B.S.A. Scout, which does not have wishbone i.f.s., hydraulic damping, rack and pinion steering, body-chassis, wide rims or large section tyres?

Mr. Birkett's theory may be all right but he has obviously, to any f.w.d. enthusiast, no practical experience.

Lincluden, Dumfries.

HUGH GRAHAM.

EFFECT OF ALCOHOL

Medical Opinion on the Subject

[63949].—In the interest of safety, as well as accuracy, I cannot refrain from pointing out that The Scribe's remarks on the effect of a small amount of alcohol on a motor driver, that he was much quicker in his reactions and more skilful, are contrary to the findings of all recognized physiologists.

To quote from the last edition of Clark's Applied Pharmacology, published last month (page 237), "In every case it has been found that alcohol causes a decrease in the speed and accuracy of reflex responses." If your readers will turn up the above reference they will find the explanation of the fact that "this picture of the purely depressant action of alcohol on the brain is, of course, completely at variance with the popular idea

that alcohol is a stimulant to all mental processes." We shall all learn the facts in time.

"Alcohol has no stimulant action on the brain, but acts as a mild hypnotic, and renders it less rapid and less accurate in its action."

DOCTOR.

Glastonbury, Somerset.

[The Scribe writes: In view of the apparently widespread misunderstanding of the purpose of my paragraph, may I take this opportunity of pointing out that I was not expressing my own opinion, and that my reason for quoting the unfortunate result of the American tests was to deter well-meaning individuals from rushing in where the experts had previously trodden warily?

Incidentally, why does not the B.M.A. issue statements on such important subjects to the Press? Such a step would be very much in the public interest.—Ed.]

PETROL THIRST

Reason for Rising Consumption

[63950].—With reference to letter [63912] may I suggest that the cause of Mr. M. O. Imray's rising petrol consumption is wear of the contact-breaker operating cams?

Dublin.

A. J. GARRATT.

CARS UNDER COVENANT

Unenviable Position for the Seller

[63951].—I cannot believe that in this country—famous for its fair dealings and business integrity—an enforceable law exists such as mentioned in reply to your correspondent "T.E.R." (December 28) under your heading "Cars under Covenant."

Here you state that if a person wishes to sell his car when it is still under Covenant, and he receives permission from a body known as the B.M.T.A., he may sell his car only to the original supplier at a price not exceeding the original cost. The supplier in turn may then sell the car at a price not more than the current price, plus purchase tax, plus 10 per cent handling costs.

In other words the original supplier can cash in on the difference between the original cost and the current price, which, owing to increased costs, has often risen. This, plus the double purchase tax, may be as much as £400 to £500 on a medium-priced car, not to mention the mere 10 per cent handling charge.

Could such a state of affairs really exist in a reasonably free country, and if so, would not the term "racket" be justified? Manchester, 1.

W. E. CURRIE.

[We regret to have to confirm the accuracy of our reply to "T.E.R."—Ed.]

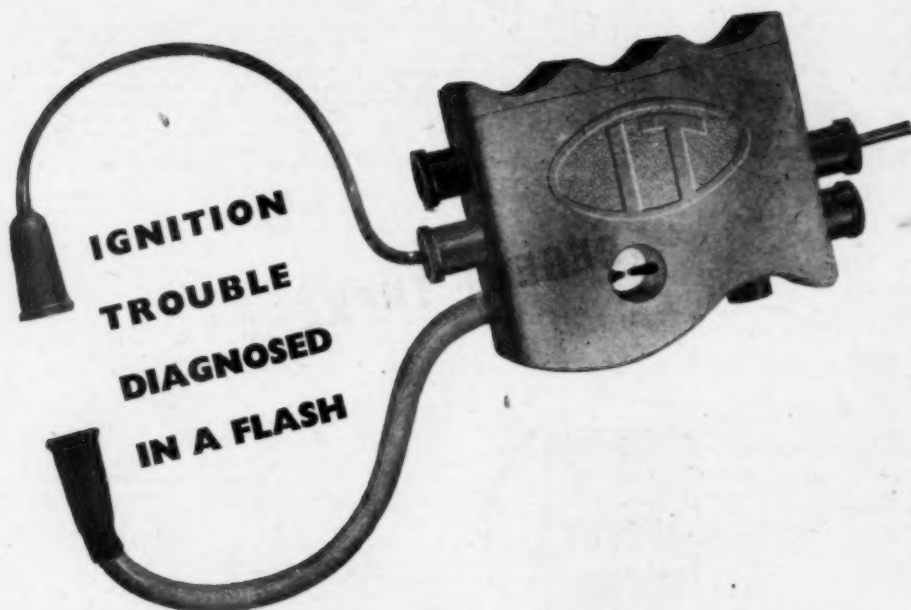
REBORING

The Author of the Article Replies

[63952].—The reactions to my recent article, "Is Your Rebores Really Necessary?" (December 14) have been very illuminating, particularly in one respect: I refer to the fact that the really passionate exponents of the principle of "nothing less than a rebores" are motor traders, who have a financial interest in discrediting the less expensive alternatives. Some readers might well wonder whether they ought to ask if the cap fits, and I am sure that the readership of *The Autocar* will be able to distinguish between my own reasoned arguments (I do not claim that they are infallible, but at least they are reasoned and logical) and the abuse, invective and derision (not to mention parodic pseudo-soliloquy) which has come from trade sources.

The actual experiences of owners who have resisted the temptation to carry out rebore far outweigh what the traders have said in their irrelevant ramblings about the accident rate and cylinder ovality, both of which are bright red herrings from the practical point of view. The average motor trader is not a knight in shining armour, out to do the best he can for his clients; he is in the game (to quote Mr. Tony Hancock) "for the holley," and my experience is that he is not too scrupulous about his methods. Here I am generalizing, and that is always unfair to some people, but let us all admit that we try to make money, and let us not deny the undeniable fact that some of us in the motor trade are trying to make a lot of money in the shortest possible time.

If space can be found, I would like to deal with the more specific parts of the charges against me: (a) The bodging which was allegedly carried out on my own engine took about three months, during which time the reciprocating parts were balanced, the inlet ports were opened out, and larger valves were fitted;



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CORRESPONDENCE

continued

the compression ratio was raised to 7 to 1, and the ports and combustion chambers were polished, and a size larger carburettor was fitted. (b) The reasons for my refusal to have my own engine re-sleeved were that the engine would have had to leave my care and be sent to an ordinary shop for attention, and as the standard of work recently has been such that some very fine engines have been ruined, I was reluctant to take this course; to cite only two cases, one engine was fitted with new main bearings and was line-bored no less than 3/64in higher on the front bearing than on the rear; another was rebored and there was 0.010in between the largest and smallest bore. Hence my remarks about the operators not being necessarily skilled men. (c) My adviser and fellow-bodger was a man who designed machines which finished 3rd and 4th in T.T. races, and who designed and built one engine which never lost a race in a whole racing season. I wonder if Mr. J. B. Tipton [63895] can show us a similar record? (d) Replying to Mr. G. N. Richardson [63914], I will cheerfully take him up with the Wolsley 14-6 with 0.007in bore wear, and if he will send the engine up to me, I will arrange to have it cured from using oil on a no-cure-no-pay basis, and let me add that my firm does not sell piston rings or pistons. (e) "Nipping up" the big-ends, in trade parlance, is taken to mean any necessary steps to eliminate excessive clearance, i.e., fitting new shells, removing shims, as well as facing-up the caps and rods. The objections to this phrase are simply more red herrings.

Preston, Lancashire.

BERT HOULDRING, JNR.

DELIVERIES

More Astronomical Calculations

[63953].—I do not think Mr. Arthur Jones [63871] will be able to claim 23 years' waiting time for the new car he ordered in April, 1947, as a record.

My firm ordered a car in January, 1947, and in answer to an enquiry concerning delivery the distributors wrote to us in July, 1950: "We are only dealing with orders placed in June, 1946." One year and three months later, in November, 1951, the distributors again wrote in reply to a further enquiry from us, "We are still dealing with orders placed with us in June, 1946." We have pointed out to the distributors in writing that this is a remarkable state of affairs, but they have not vouchsafed any reply.

According to this we are beginning to doubt whether the car is going to be delivered in our lifetime at all. D. J. YOUNG, Birmingham, 27.

STREET LIGHTS

The Glimmer Helps the Elderly

[63954].—I always thought The Scribe was a nocturnal creature, for his nightly jaunts seemed to exceed his daylight trips, but I never expected him to declare himself so owl-like as to desire the complete elimination of all street lighting (January 4).

He may, in his giddy youth, find much to dazzle him from meagre lighting suspended on invisible hooks far up in the night sky. Yet when he gets a bit older I know he will be, like myself, mighty glad of even the smallest gleam to show him where to place his feet. After all, there are many of us who have found their perfect eyesight of youthful years has given place to night-blindness.

Shirley, Croydon.

W. DELL.

[The Scribe comments: No, not *all* street lighting—only the poor stuff. And surely the torch is the real *sine qua non* of nyctalopic pedestrianism.—Ed.]

ENCOMPASSED

Reply from the Master Mariner

[63955].—I am asked by Mr. R. G. E. Catt [63902] to account for the accuracy obtainable in aircraft compasses!

While I have no intimate knowledge of aircraft construction I believe that I am right in saying that almost all aeroplanes are made of non-ferrous and consequently non-magnetic lightweight alloys and that the only parts which have any iron or steel about them are the engines. The effect of magnetism increases or decreases as the square of the distance and the engines are usually placed well away from the compasses, far enough to cause no magnetic disturbances.

The absence of magnetic materials seems to be confirmed by the letter of Mr. J. V. C. Fisher [63918] as it is quite impossible to correct, by means of permanent magnets, the disturbances set up by the presence of what is called "soft

iron." Such deflections of the compass needle can be corrected only by introducing further masses of soft iron and, in ships, these masses such as the Flinder's Bar and the quadrantal correctors can total in weight the better part of half a hundred-weight! This is in addition to the weight of the magnetic bar correctors fitted in the binnacle. The process of swinging ship for compass errors is, of course, elementary.

Surely, on the rare occasions when a motorist has to seek the aid of a compass direction, it is far better for him to read the compass away from the car, as the magnetic bearing then obtained will be free of errors, the amount of which it will be almost impossible for him to ascertain.

Montmirail, Cardigan.

FOREIGN GOING SHIPMASTER.

T.O.S.C.

History of the O.M.'s Activities

[63956].—Your contributor, Rolland L. Jerry, writing in the "Talking of Sports Cars" feature No. 345 on his Canadian-owned O.M., has obviously gone to some trouble to trace some reference to his car in the 1929 Gran Premio Dublino, without success.

I think that if he can obtain the motoring journals for the week commencing July 20, 1930, he will find therein reports on the 2nd Irish International Grand Prix which was held in Dublin on the 18th and 19th of July, and in which a team of three O.M.s was entered by Fronteras. These cars were driven respectively by Ramponi, Minioia and Fronteras. Car No. 10, driven by Ramponi, was placed 9th in this race at a speed of 75.05 m.p.h.

A lone O.M. driven by Oats finished 11th. No O.M.s were entered for the 1929 event, in which Fronteras drove an Alfa Romeo, so it appears likely that Mr. Jerry's car was one of those mentioned above. It may also interest him to know that when these cars ran in Dublin they were supercharged.

Dublin.

V. F. ROSS.

GLASS

Not So Harmless to the Hand

[63957].—With the exception of one statement I entirely agree with your editorial concerning toughened glass windscreens. You refer to "thrusting of the fist through the shivered screen—again without harm." Last summer in England, while driving an open sports car, I had my toughened screen disintegrate but, fortunately, was able to peer round the side until I had stopped the car.

Bearing in mind the popular belief that the crystals of the broken screen would be harmless I proceeded to push the remainder out of the frame with my bare hand. Result was a hand cut in at least six places, not badly, but enough to be uncomfortable. I wondered what the result would have been had I been trying to restore visibility in a hurry. On closer examination I was surprised to discover that many of the crystals had sharp edges which, in falling, had made quite deep scratches in the cellulose.

I realize that my experience may have been an isolated case but I do feel that attention should be drawn to the fact that some types of toughened glass are not completely harmless when shattered. In spite of my remarks above I hope no one will be deterred from using their fist to restore visibility through a shattered screen should the occasion arise. Better the slight possibility of a cut hand than the accident that may result from complete loss of visibility.

Vienna.

J. E. C.

[We have had recent confirmation of our correspondent's points, and after careful study of the broken crystals feel that it is safe to say that a deep cut is most unlikely, injury being more likely to be scratching. The danger should not deter drivers from thrusting out the crystals, although we do not underestimate the moral courage required.—Ed.]

M.C.C. RALLY

Only One Londoner on the Job

[63958].—I would like to correct a statement made by Mr. C. W. A. Slater [63908] in which he stated that the timekeepers on the Newlands and Hinxton tests came from London. I can quite understand his wishing to protect his club-members from any dirty water that is being thrown around in connection with this unfortunate affair but he should be certain of his facts before putting them into print. Only one of these timekeepers came from the London area and officiated on the tests.

Greenford, Middlesex.

W. H. TAYLOR.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Chromium

IT is no secret, alas, that post-war chromium plating lacks something that pre-war plating had, so much so that many plated parts of cars are now in much worse condition than those that are cellulosed, thus nullifying the argument that plating is vital to some hard-wearing positions on cars. If you feel inclined to doubt me, take a look at some grilles, low down in front, and then transfer your gaze an inch to the right or left on to the cellulose alongside.

This being so, the time is ripe, I feel, for some elimination, radiator grilles being a typical example. We don't need these grilles, and I doubt if the overseas buyer needs them as much as some manufacturers think. Two cars—both styled at the same works, although widely different—have simplified the radiator orifice into what it should be, a hole in the front, with the result that not much chromium can be seen facing forward. They are both good-looking, good sellers. Not having any particular love of the bluish iciness of chromium plate, I should like to see the stuff disappear wherever possible. But this does call for restyling in the vicinity, otherwise the substitution of cellulose where previously there was chromium looks odd at first, and oddness means sticky sales.

♦ ♦ ♦

Noises

WHEN my engine drops to idling speed after a long run there comes from under the bonnet a noise which I find exactly described in the adjective "prickly," while freely admitting that prickly is concerned with a quite different sense from hearing. Otherwise I might get reasonably



Strength five.

near it by calling on the cookery book and saying there is a slight noise of frying. It seems harmless, and probably comes from the timing chain, but I wonder how much is conveyed to the service manager by such expressions?

Cookery noises are admitted in the

radio industry, "frying" and "sizzling" being well-known terms. Presumably if radio had come before cooking we should now say that the sound of bacon on the morning air was like strength five static. And what a dreary substitute that makes!

♦ ♦ ♦

Steel Qualities

THE post-war deterioration in steel quality seems to be most evident to the ordinary man in the form of springs. One acquaintance of mine has recently opened out the tension spring of a gear lever loading device by inserting a screwdriver between the coils and twisting; it ought not to be possible. A correspondent complains



Importance of temper.

that the springs of his car seats will collapse under him, and I have been very disappointed to find that the flint springs of two expensive petrol lighters have insufficient temper and have weakened to such an extent that neither lighter works well. Springs would inevitably reveal weaknesses first, as they are, perhaps, the commonest examples of the importance of temper.

♦ ♦ ♦

Training

THAT we should learn to walk before we begin to run is an old adage, and I often wonder how far it applies to driving a car; in other words, what preliminary pastimes are of real assistance in making a good driver?

Cycling must surely rank as number one. It teaches the rider the rudiments of centrifugal force and imbues him with a rare sensitivity to all the effects of that potency. It also gives him a shrewd idea of the different efforts that the engine must make in response to gradient, and if he uses a three-speed gear the principles of the gear box become immediately obvious. None of these things is so obvious to the new driver of a car, because the disregard of any of them does not have such serious consequences. If you neglect to



Lesson one.

change down for a gradient you will stall the engine and stop; if you stall the engine of a bicycle you fall off.

Driving up to town on ice the other morning I felt that skating had its points in driver training, too, because the skater has the utmost respect for the slipperiness of ice, which some novices at the wheel lack. He also knows that the slightest exertion of centrifugal force introduces danger on ice, and drives accordingly. In fact, the skater has an almost exaggerated respect for ice because his sporting contact with it is through steel blades, and they offer less contact by far than rubber tyres.

I must next, I suppose, consider swimming, in view of the English climate.

♦ ♦ ♦

Far East Charm

I CANNOT forbear from publishing the extract below from a letter which has reached this journal from Japan, because it is typical of letters from that ex-enemy country. Somehow, the Japanese misuse of the English language has a charm that other examples lack, although I have seen some fascinating examples from West Africa. This letter contains news of the Japan Automobile Association, which appears to be flourishing, and it is printed with the usual reservation that The Scribe wishes that he could express himself half as well in Japanese:—

"Our J.A.A. developing from day to day, and increasing lot of members, also foreign members were joined over 300 before one year. In next year we expect about 3,000 members will become members of our association. On the other side we proposing to join F.I.A. and A.A.A. and wishing to have connect R.A.C.

"Also we had RALLY under co-operated with M.G. car club before one month 14th July, at beautiful place Nikko, as you will know. It was the first RALLY in Japan and we were very joyful to seem the rally which acted by genuine International code.

"At finally we pray the prosperity of THE AUTOCAR."



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1950 HILLMAN MINX Ph. IV. Green. 5,500 miles	£1,025
1949 HUMBER SUPER SNIPE Saloon. Black	£1,325
1949 AUSTIN A.40 Saloon. Grey	£950
1949 TRIUMPH '2000' Metallic grey. 8,000 miles	£1,325

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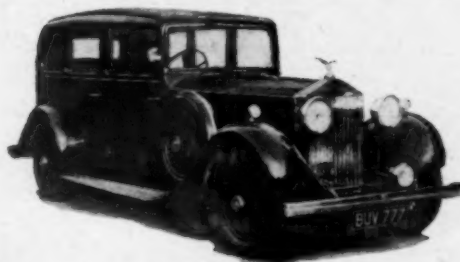
USED CARS ON THE ROAD

No. 23: 1935 Rolls-Royce 25 h.p. Limousine

Price, new: £1,560	Acceleration from rest through gears to 30m.p.h., 8.5 sec.	Fuel consumption range: 15-16 m.p.g. Oil consumption negligible.	Speedometer reading: 24,230.
Secondhand: £1,490	To 50 m.p.h., 21.4 sec. 20-40 m.p.h. (top gear), 11.5 sec.	Car first registered February, 1938.	

DIFFICULTY exists in selecting for used car road-test purposes cars of an age which makes them the more interesting in many respects and which are, at the same time, in a condition which makes their acquisition desirable at the price asked. So frequently the cars of the early 'thirties have retained much of their attraction, built up on good reputation, but have really reached the stage where almost every working component could be replaced with advantage—and that means big expense in 1952. Obvious exceptions to these generalizations are the classic vintage cars with their special appeal to the enthusiast, and the high-quality car which, if it fades away, will at least do so slowly.

The 1935 Rolls-Royce limousine, supplied for test by Russell Motors (Knightsbridge), Ltd., 47, Sloane Street, London, S.W.1, was rather special, its indicated mileage of under 25,000 being believed to be genuine. Certainly appearances gave the impression that the car had been looked after with a care befitting the



marque. The black cellulose and the plating of the Thrupp and Maberly body were just about perfect. The brown leather upholstery at the front and the material of the rear upholstery were in good condition, and the two forward-facing occasional seats behind the sliding division were without fault. Other than in the straight-backed design of the body, the only sign of its age was some mellowing of the side windows. Because of the spaciousness of the rear compartment, room for the driver and his ease of access were a little limited; but the dignified, upright seating position provided him with excellent forward visibility.

Road performance seemed of no account once the driver was installed behind the wheel. The supreme staleness of the car imperiously vetoed any suggestion of an undignified mode of progress, but, nevertheless, the acceleration figures were very creditable for the weight being moved by an engine of a little over 3½ litres. This was, naturally, not accomplished with the silence attained by the manufacturer's current products, but engine noise was audible only at relatively high engine speeds on the indirect gears, which would not normally be extensively used. Despite the size and nature of the car, long distances could be covered in creditably short times, cruising in the 50-60 m.p.h. region being effortless. The only real mechanical fault was caused by "coffee grounds" in the union of the intake pipe to the Autovac fuel-feed system. This caused a complete engine stoppage, but it was readily remedied during the test.

Steering was somewhat heavy; the suspension very good, including steering-wheel control of the rear dampers; the servo-operated brakes responded powerfully to firm pedal pressure; and the only rattle was a bumping sound from the front left quarter. A fair amount of tread remained on the tyres, and two comprehensive trays of tools were housed under the front passenger seat.

No. 24: 1931 12-60 Alvis Two-three-seater

Price, new: £410	Acceleration from rest through gears to 30m.p.h., 5.5 sec.	Fuel consumption range: 23-28 m.p.g. Oil consumption 2,500 m.p.g. approx.	Speedometer reading: 21,339.
Secondhand: £250	To 50 m.p.h., 24 sec.	Car first registered June, 1931.	

IT is rarely that the opportunity occurs to test a car selling at a price as low, for these days, as £250, and one which might reasonably be expected yet to give a great deal of good service and good motoring. The 12-60 Alvis "beetleback," which was provided by the appropriately named Vintage Autos, 189-195, Pavilion Road, Sloane Street, Knightsbridge, London, S.W.1, came into this category, and it was possible to appreciate why the Alvis achieved a fine reputation for rugged reliability coupled with simplicity, outstanding accessibility, and good handling characteristics.

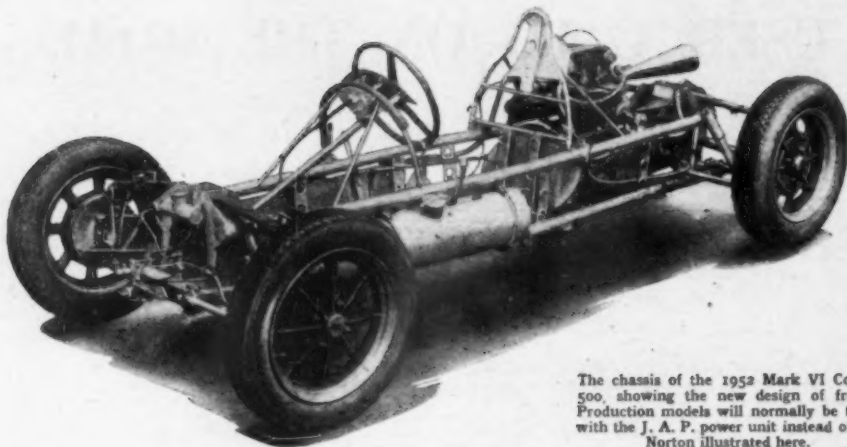
The outward appearance of this car was very much above average for its age and price, it being newly and carefully recellulosed green, the wheels painted black, and the tyres polished. The hood was well used but sound, and it should be pointed out here—as a reminder, perhaps—that a panel behind the front seats opens on this model to take the hood when required, which gives an exceptionally clean line to the car in its open form. The interior was not up to the same standard, weather and time having taken a fairly severe toll. Opening the bonnet provided that special delight which Alvis engineered for the enthusiast; extremely clean shapes and high polish and—accessibility!

Time and wear had not affected ease of starting. The exhaust noise was of such volume as to preclude high revs on any gear in built-up areas. This, however, suggested the desire of a previous owner rather than an inherent trait of the model. Unfortunately, at the time of testing, the speedometer cable, for which a replacement was awaited, gave up the struggle. Acceleration figures were subsequently obtained in abbreviated form against a corrected rev counter, for which reason they must be taken as approximate.

Performance generally was good, if not quite up to 12-60 standards. Any deficiency, however, was owing to the ignition seeming slightly too retarded and the carburetors suggesting that they needed tuning. These were the findings resulting from a good run on the open road and were therefore pardonable. The gear box was without fault except for reverse gear having to be held in by hand, and first gear requiring care in selection,



as the safety catch for the adjacent reverse was worn. The most curious fault had been perpetrated by a previous owner by reducing gear-lever length, thus making a fast second-to-third-gear change more difficult. The clutch stop worked excellently, enabling extremely fast changes to be made from bottom to second and third to top. Some adjustment was required by the brakes, too much power passing to the left front wheel. Three tyres were distinctly good, the left front and spare being worn. The Alvis proved not only a good car but also was offered at a price refreshingly below original cost.



The chassis of the 1952 Mark VI Cooper 500, showing the new design of frame. Production models will normally be fitted with the J. A. P. power unit instead of the Norton illustrated here.

THE SPORT

by J. A. COOPER

NOW for the "Monte," and by the time you read this I shall—I hope—be half-way to Monte Carlo itself, on the way to the starting point. Next Tuesday night is zero hour, when one by one all the cars set off into the blackness, all clean and shining, and manned by confident crews, also all clean and shining; and from roughly breakfast-time next Friday some of them will be arriving in Monte Carlo with 2,000 more miles on the speedometer, battered, dirty, travel-stained and in dubious condition, manned by much less confident crews, also... see what I mean?

For weeks and months past, cars have been in preparation all over Europe for this event; arguments have raged back and forth as to the best methods of navigation and timekeeping, various methods have been investigated for fitting and removing chains in a hurry, and for extracting cars from snowdrifts and ditches. Not everyone has had to go to the same amount of trouble as Marcel Becquart, well-known French rally driver and winner of the event in 1950, who is stated to have had to cut off and raise by an inch or two the roof of his Farina-bodied Jowett Jupiter coupé to bring it within the minimum coachwork dimensions called for by the regulations; but many others have put in a great deal of time in preparation, for all that.

My colleague Gordon Wilkins is starting from Glasgow at the wheel of a Mark VII Jaguar saloon, accompanied by Raymond Baxter of the B.B.C.; last year they finished second in the 1½-litre class in a Jowett Jupiter. I am accompanying Stirling Moss and Desmond Scannell, starting from Monte Carlo in a Sunbeam-Talbot 90 saloon; from the photograph on the opposite page it will be seen that my companions, at least, are looking very studious and should be completely clued up.

SPEAKING of rallies reminds me that the regulations have now been issued for the next French event of this type: the second international Rally of the A.C. du Nord de la France. This is a 450-

mile event, the route for which starts and finishes in Lille, and traverses a circuit through Jeumont, Fournies, Arras, St. Omer, Hesdin, Berck, Le Touquet, Ardres, Boulogne, Calais and Dunkirk. The required average speed throughout is 60 k.p.h. (37½ m.p.h.); at one point there will be a timed hill-climb, while in the 45-mile stretch between Calais and Cassel

The Man at the Wheel

Dr. G. A. EWEN

Anyone who has been present at a race meeting or speed event run by the Vintage Sports C.C. during the last few seasons will have noticed "Bob" Ewen. At least, he will first have had his attention drawn to his mount, and thence, by a natural process, to the driver; for Bob has had a half share in the ownership—and more than a half share in the driving—of the famous 1908 12-litre Itala "Fioletta" since the end of the recent war.

But even before the cataclysmic conflict Bob was to be seen at all the Vintage meetings; if he wasn't driving his beautiful specimen of DISS Delage, which not many moons ago formed the subject of a "Talking of Sports Cars" article in this journal. Then he was acting as honorary M.O.; for in private life Dr. G. A. Ewen is a highly respected doctor of medicine, with a practice around the Richmond and Twickenham area. He was recently referred to, in fact, as "that well-known panel-basher"; well, of course, a panel is concerned, and Bob is certainly one kind of body-builder!

Bob Ewen started his career of speed, to employ a familiar metaphor, by racing motor cycles on grass tracks while still at Cambridge, in about 1929; since then he has competed times without number in Vintage events, being a very early member of that club and now on its Council. But most of his store of reminiscence concerns the wonderful old Itala, such as the story of the occasion on which he and the co-owner, the one and only "Sam" Clutton,

there will be a secret check, this part of the route therefore forming a regularity test all of its own.

This event is open to standard production cars (fifty of which must have been delivered by February 1), and the cars will be divided into three classes: 750 c.c., 1,500 c.c. and unlimited. Various minor modifications are, as usual, permitted; and the coachwork must have a minimum of two seats and be of either saloon or convertible type. The event will take place on March 1 and 2, and the address of the A.C. du Nord de la France is 42, rue du Maréchal Foch, Roubaix, France.



took "Fioletta" over to France. They had barely got there when a hole burnt in the top of a piston (alleged to have been expertly welded); that repaired, a big-end went, while on the way back Clutton mistook the railway for the road at one point, the subsequent excursion up the sleepers resulting in stripped bottom and second gears on the return journey. But such is the Ewen energy (Bob does all the mechanical work on the car) that within a week of its return to England the Itala was competing with success at Prescott—though still without bottom gear.

Solid, cheerful, radiating confidence, Bob Ewen is now a youthful 41 years old. He is accompanied by his wife, Jean, whenever she can take time off from looking after their two children.

LAST Friday night the B.A.R.C. once more took over the Curzon Cinema, in the West End of London, for another midnight matinee film show, and very successful it was. In fact, the cinema was packed; there were quite a few people waiting outside in the hope that somebody would turn up with a spare ticket or two, and the whole thing is being repeated tonight (when it will be equally full), so there can be little doubt about the popularity of this venture.

An excellent programme was screened, including the Shell films *Festival Logbook* and *Racing Personalities*, the latter showing Stirling Moss' own explanation of how he does a four-wheel drift with an XK120 Jaguar; the *pièce de résistance* was a graphic and highly coloured film of the 1951 Indianapolis 500-mile race. There were also selected newsreels and two amusing cartoons with a motoring flavour.

I DO not know what it is that often makes one club party quite different from another, but at the North London Enthusiasts' dinner-dance last week much of the success must be attributed to the president, A. F. Rivers Fletcher, in the chair, and to the other after-dinner speakers—J. Eason Gibson, J. C. C. Mayers, and Gregor Grant. All of them

Getting to the Rooter of the matter: Norman Garra, Desmond Scannell and Stirling Moss in a pre-Rally discussion.



spoke in a light vein, some of the anecdotes being so humorous that the subsequent atmosphere of gaiety was completely assured.

After the dinner Mrs. Rivers Fletcher presented a great array of prizes, dancing subsequently proceeding until the following day.

DURING last season I frequently met Dick Habershon (who will be remembered as a former owner of one of the beautiful little 1½-litre G.P. Delages) and George Williams, racing manager for the Castrol firm, at the various Grand Prix venues, invariably surrounded by ciné cameras, microphones and coils of wire. All this resulted in the production of a comprehensive film entitled *European Motor Racing*, which has now been given its premiere by the sponsors, C. C. Wakefield and Co., and should be much in demand for showing at club meetings and festivities. It covers six international car events, including Silverstone, Brands Hatch, Spa, the Nurburgring, Prescott and the T.T. at Dundrod; George does the commentary, the film is in colour and it lasts for approximately forty minutes.

Enquiries concerning this excellent production should be made direct to the sponsors at 46, Grosvenor Street, London, W.1.

COMING SHORTLY

- JANUARY 18.**—Mid-Cheshire C.C. Annual general meeting, White Barn Hotel, Caddington, Cheshire, 8 p.m.
- 18.—Flat 500 Club. Annual general meeting, the Red Cow Restaurant, Hammersmith Road, London, W.6, 7.30 p.m.
- 19.—Bensley O.C. Noggin and natter, Denbigh Arms Hotel, Lutterworth, near Rugby, 7.30 p.m.
- 20.—E. Anglian M.C. Rally, E. Anglia.
- 20.—Maidstone and Mid-Kent M.C. Tyrwhitt Drake Cup Trial, starting from the Tudor House, Bearsted, Kent, 11 a.m.
- 20.—Leicestershire C.C. Social Run, starting from Lee Street Car Park, Leicester, 2.30 p.m.
- 22-29.—Mosses Carlo Rally. Glasgow starting central at the Royal Scottish Automobile Club's headquarters, Blythwood Square, Glasgow, C.2, from 1.10 p.m. to 2.30 p.m.
- 23.—750 M.C. Annual dance with buffet supper, Royal Hotel, Southampton Row, London, W.C.1.
- 24.—Cenian M.C. Annual general meeting, Lotus Restaurant, off Haymarket, London, S.W.1.
- 24.—South Cambridgeshire M.C. Film show of Esso films of 1951 competition season, Crown Hotel, Pwllheli, 7.30 p.m.
- 24.—B.A.R.C. (Yorkshire Centre). Film show, The Mansion, Roundhay Park, Leeds.
- 26-27.—Hants and Berks M.C. Night navigation rally, starting from the Queen of Hearts Café, Hindhead, Surrey, 9 p.m.
- 27.—North Devon M.C. Houlford Memorial Trial, starting from the New Inn Hotel, Muddiford, Devon.

CLUB NEWS

750 Motor Club.—The awards won at the Eight Clubs Silverstone race meeting in June, 1951, will be presented at the annual dance of the 750 M.C. at the Royal Hotel, Southampton Row, London, W.C.1, on Wednesday, January 23. The dance will include a buffet supper. Tickets are 3s each from Hazel P. Williams, Oakridge, The Ridgeway, Northaw, Hertfordshire.

Hants and Berks M.C.—A.G. Imhof will give a talk during the monthly club meeting at the New Inn, Eversley, Hampshire, on January 25, starting at 8 p.m. The night trial, to be run on January 26-27, has received a good entry. (Closing date for entries is January 19 to C. D. F. Buckler, 25, Woodcote Road, Caversham, Reading, Berkshire). The most standard of touring cars should stand a fair chance in the event. Start will be from the Queen of Hearts Café, Hindhead, Surrey, at 9 p.m. The point-to-point on January 13 was quite a family affair, in which an excellent entry was only too keen to show its map-reading and navigational skill. The winner was A.C. Tooth, driving a Rolls-Royce.

Southsea M.C.—The annual President's Trophy Trial will be run on February 10 over a 40-mile course. Regulations for this event will be published shortly.

Cranleigh and District M.C. and C.C.—A. T. Lighthill has recently been elected the club's new honorary secretary; his address is "Cornerfield," St. Nicolas Avenue, Cranleigh, Surrey.

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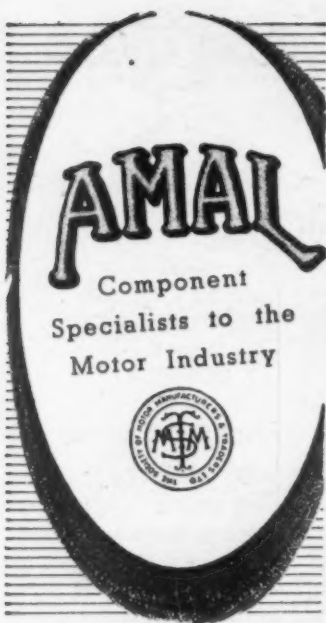
In the "Motor Sports" analysis of the result of the leading International Sports Car races of 1951, the Frazer-Nash is placed first, and described as "the most consistently successful sports car."

These successes were all gained by privately owned Frazer-Nashes against works-entered and driven cars of greater engine capacity—often as a lone entry against teams.

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CLUB NEWS

continued

North Devon M.C.—Invited clubs in the Houlford Memorial Trial on January 27 are the Bristol M.C. and L.C.C., Exmoor, N.W. London, Plymouth, Taunton, W. Hants and Dorset, and the West of England M.C. The trial will start at 10.30 a.m. from the New Inn Hotel, Muddiford, Devon, three miles from Barnstaple. Entries should be addressed to R. Willson, Combe House, Combemartin, North Devon.

North Midland M.C.—The Kitching Trophy Trial on February 17 promises to be a lively affair. It is hoped that Stirling Moss will compete in T. C. Harrison's Harford II with John ("The Autocar") Cooper at his left hand, and it is likely that Reg Parnell will be in the field. Spectators who wish to follow the course will be given route cards at the start, at the Rising Sun Hotel, Bamford, Derbyshire, 10 a.m. The annual dinner and dance, on Friday, February 15, should provide a good prelude to the event.

Hall-tire C.C.—On Friday evening, February 22, members will be celebrating the club's annual dinner and dance and presentation of 1951 awards. Venue is the same as last year, Park Lane Hotel, Piccadilly, London, W.1. Tickets, at £1 10s each, are available from K. A. Gregory, 8, Challoner Mansions, Challoner Street, London, W.14.

Old Merchant Taylors' Society.—The reason for this ancient nomenclature's sudden appearance in this column is that its members are busy with plans for the formation of a motoring section. It is hoped to run rallies, driving tests, hill-climbs, and so on. Interested O.M.T.s are invited to contact G. Connelly, of 52, The Ridgeway, Kenton, Middlesex. (Temple Bar 7483.)

Mid-Surrey A.C.—The annual general meeting will be held at the Queen Adelaide Hotel, Kingston Road, Ewell, Surrey, on Friday, February 1, at 8 p.m. Honorary secretary of the club is V. H. Tison, of Little Acre, Starrock Lane, Chislehead, Surrey.

M.G. Car Club (N.W. Centre).—The premier awards in the N.W. Centre's first event this year, a navigation and map-reading rally on March 2, will be presented to the navigators in the winning cars, and not to their drivers. Regulations are still in preparation, but from all accounts it will be a stiff map-reading test in the East Lancashire area, starting from Bury.

The noggin and natter on February 6 will start with a film show of Shell and B.P. pictures at 7.30 p.m. Venue is the Flying Horse Hotel, Town Hall Square, Rochdale.

Leicestershire C.C.—The annual general meeting will take place on Wednesday, January 30, at the Bell Hotel (Windsor Room), Humberstone Gate, Leicester, starting at 8 p.m.

B.A.R.C.—Those living in the Sussex area who were unable to see the midnight film *matinée* on January 11 will be pleased to hear that another showing of this excellent programme has been arranged to take place on February 1 at the Picturehouse, Langney Road, Eastbourne. The show will be preceded by an informal supper at the Mansion Hotel, Sea Front, Eastbourne, at which Lieutenant-Colonel Goldie Gardner will be the guest of honour. Information and tickets are available from the honorary secretary, B. L. J. Ticehurst, 76, Peppercombe Road, Eastbourne.

IN BRIEF

Mr. P. R. Scutt has been appointed director and general manager of the Telacemit company. He was formerly director of production.

Three new appointments have been made to the board of Wellworthy Piston Rings, Ltd. They are Mr. F. Blackthorn, technical manager; Mr. C. A. Clarke, engineer; and Mr. B. W. Angel, works manager.

Because of the world-wide distribution of its products, the Ford company of Dagenham will in future market spares and accessories under the trade mark of EnFo. New appointments within the company include Mr. J. M. A. Smith, A.C.A., as director of finance and administration; Mr. A. Haselden, M.B.E., as director of manufacture; Mr. C. Thacker as director of supply and sales; Mr. J. L. Claridge, C.A., as secretary;

and Mr. T. S. Rowntree, M.A., as assistant secretary.

Because of the continued expansion of the Champion Sparking Plug Co., Ltd., Mr. H. C. Starley, C.B.E., has been appointed deputy managing director.

On New Year's Day, the 22,000,000th British-made Goodyear tyre was produced at one of the company's factories at Wolverhampton. The tyre happened to be a massive 17.00-20in of the type supplied for B.O.A.C. aircraft.

A brochure has been produced about the 1952 Summer School of the Institute of the Motor Industry, which is to be held at St. Catharine's College, Cambridge, from August 23 to 30. Enquiries and enrolments should be addressed to the secretary at 40, Queen's Gate, London, S.W.7.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16163. 1932 Wolseley Hornet
"T.E.L."—Maintenance hints and a handbook.

No. 16164. 1948 Land Rover
"J.H.W."—Experiences as to behaviour when towing a caravan.

No. 16165. 1930-31 International Aston Martin
"T.A.G."—All possible information, maintenance data, and a handbook.

No. 16166. 1937 PA-type M.G. Midget
"M.W.G."—Hints and tips on installing a Ford Ten engine. What structural alterations are needed, and what type of remote control gear box will fit this engine?

No. 16167. 1936 Lagonda Rapier
"J.P."—Experiences of fitting a Hillman or Austin gear box.

No. 16168. 1938 Wolseley Twelve.
"A.R.O."—Advice on overhaul and maintenance, also a handbook.

No. 16169. 1939 Morris Twelve-Four
"A.T.S."—All possible information, maintenance hints, and a handbook.

No. 16170. Handbooks Required.
"K.M."—1934 Alvis Speed Twenty.

"J.L.R."—1938 14 h.p. Lancaster.

"H.S."—1930 M.G. sports 2-seater.

"J.S.R."—1933 Alvis Firefly.

"J.L.L."—1936 Morris Twelve-Four.

"T.L."—1937 12 h.p. Wolseley.

"P.M.G.P."—1935 Austin Seven Nippy.

"D.M.L."—1936 Triumph Gloria.

"D.M.P."—1936 Rover Fourteen.

"R.W.T."—1932-33 Morris Cowley.

"A.J.B."—1934 Hillman Minx.

"M.E.W."—1935 Austin Seven Ruby.

"W.H.E."—Morris Eight Series I or II workshop manual.

"W.J.C."—1931 Austin Nine Monoco.

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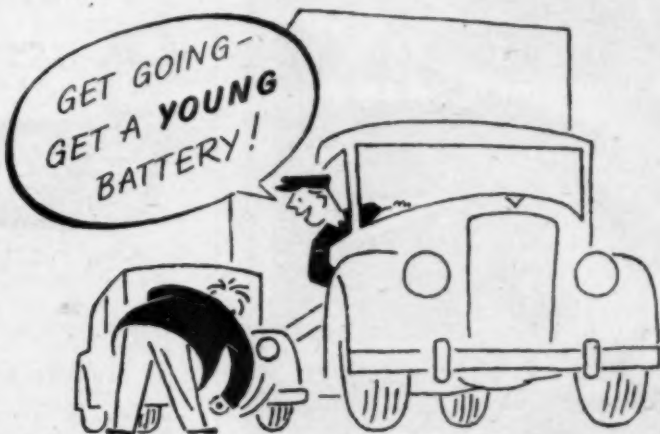
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15	Type "C" 12" dia. x H. 11" L. 11 1/2" x W. 6-1/2" x H. 5 1/2"	165/- 148/6 Ex.	14	Lenses Holders with 25. Christmas badge 2/- 2/- 7/6	
12	Type "B" 6" dia. 12" L. 7-3/4" x W. 5-1/2" x H. 7 1/2"	10/0 79/6 Ex.	63	Insulation or Door 45/- 60/- 11/6	
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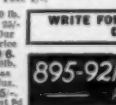
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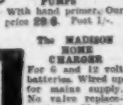
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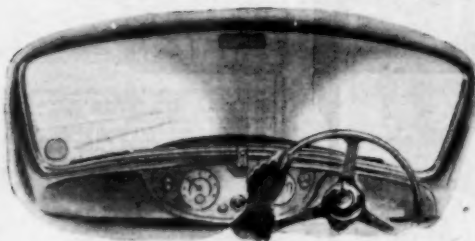


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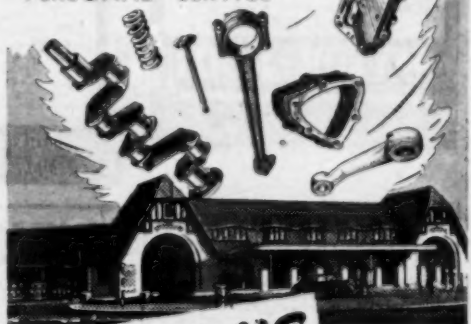
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CASH immediately for good A.C.—H. F. Edwards, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 1560, 1562, 1564, 1566, 1568, 1570, 1572, 1574, 1576, 1578, 1580, 1582, 1584, 1586, 1588, 1590, 1592, 1594, 1596, 1598, 1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1618, 1620, 1622, 1624, 1626, 1628, 1630, 1632, 1634, 1636, 1638, 1640, 1642, 1644, 1646, 1648, 1650, 1652, 1

CHILDERN CARS offer the following supercharged
1.750cc Alfa-Romeos: 17/95 Gran Sport 2-seater,
£450; 17/95 Gran Sport Zagato 2-seater, £595; Gran

Alfa-Romeo Cars Wanted
ROWLAND SMITH S. the Alfa-Romeo buyers.—Nampstead High St. (Nampstead Tube). Ham. 6041.

BEVERLEY MOTORS (proprietor H. H. Mann), Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to

1950 Allard 2-door saloon, 9,000 miles; £1150.—
Car Mart, Ltd., 330, Euston Rd., N.W.1.

SLOCOMBES, Ltd., 36-52, Dudden Hill Lane, N.W.10.
Willesden 4869. [2693]

ELITE MOTORS, 951-951, Garrett Lane, Tooting
Broadway, Tel. Balham 2474 (4 lines). [4856]
JACK ROSE Ltd., offer:—

etc., almost unmarked throughout, carefully driven, low mileage; accept £765.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [3300]

DAGENHAM MOTORS, Ltd., offer the following

56. Park Lane, W.1; Regent 4866. 574, Kaling Rd.,
Alperton, Middx.; Perivale 3588. And at 8 & 12,
Sangley Rd., Catford, S.E.6; Hither Green 4821. (4697)
DOTTER & RICHARDS offer choice of following:

1949 J2 2-seater: \$1,100.—Kensington 6955, or write Richards, 63, Princes Gate Mans., London, S.W. 7.

A LLARD sedan, type 91P, registered 1930, finished black, brown upholstery; \$1.195. [4565]

1951 Allard J.2, 14,000 miles, Ardun heads, close ratio, box & c. a.w. perfect condition.

ALLARD'S MOTORS, Ltd., offer ex-demo and used Allard saloons and J 2 2-seaters, in first-class condition.—24, Clapham High St., S.W.4. Macaulay 2431
1056

CAMDEN MOTORS.—Allard sports tourer 1948, silver grey, blue leather, immaculate low-mileage model fastidiously maintained and practically unused: £695.

Free delivery anywhere in the United Kingdom. Fare refunded to purchasers from any part of the country. Showrooms open till 7 p.m. (454)

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Allard Spares and Service
ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper
Richmond Rd., London, S.W.15. Tel. Vandyke 2535.

ALCON COACHWORKS, 4 Farningham Rd., Eastcote Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Alard body repairs, body fittings for all models in stock; makers of Alard J2 and K2 bodies. (0467

1947-1960 Alvis 14hp cars from \$1,050.

1949 Alvis 14hp Tickford coupe.
1948 Alvis 14hp saloon.

1948 Also 1949 Buick, special delivery models
A LVIS cars examined and approved by makers
BUY or sell your car at

GORDON CARS (LONDON), Ltd.—1930 Alvis 14hp
saloon: £1,375.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp
saloon: £1,395.

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:
1948 Alvis 14hp 4-door saloon, finished green, en-

R F. SEWARD, - Lingwood, - Upper Bassett Avenue,
Southampton. Tel. Bassett 66851 & 66852. 12540

PERFORMANCE CARS.—Good selection always avail-

ALVIS 14hp, 1940, excellent condition, maintained by Alvis, radio, heater, £1,100.—Write A. H. P., c/o Dixons, 1-9, Hills Place, Oxford St., W.1

CAMDEN MOTORS.—At 15 Speed 20 and Speed 25. See our special advert. on page 39 of this issue.

1950 Alvis sports coupe, 4,000 miles, one owner,
just out of covenant; £1,500, or near.—
C. W. J. Coles Ltd., adjoining station, South Croydon.
CRO 24

A LVIS Firefly (1954) 12hp open 4-seater sports, new all-weather equipment, tip-top condition, only needs seeing: £500.—Apply 2d, Wells Way, Albany Rd., Cam.

LANCASHIRE and Cheshire sales service and spares specialists. — Parkers (Manchester and Bolton), Ltd.

£199! Note £199!—Registered 1935 Alvis Speed

£199 20-door Charleworth sports saloon, Bray's New Year offer to enthusiasts.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490 12188

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS
A CAR for the enthusiast: 1935 model Alvis Speed 20 with 2-door saloon body, car is in fair condition but needs some attention; bargain at £130.—Woking Motors (Maybury Hill), Ltd., Woking, Surrey. (1540)

1938 Alvis Speed 25 black saloon, in excellent running condition after engine overhaul last month, good tyres, subject to any reasonable test, price £375.—Apply H. Wood & Sons, Ltd., Bransley, Leeds. Tel. Pudsey 2184. (4176)

ALVIS Garage, the Alvis people, offer the largest selection of 1925-1940 Alvis cars; £365, an especially good 1936 17 saloon, black cellulose and natural hide interior, easy hire purchase terms on any car, insurance and part exchanges. (1967)

1775 cc.—Alvis 1927 12/50 type RD 1466cc super sports 2-seater, grey, red wheels, good tyres, excellent condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (4559)

1949 Alvis 14hp 6-seater estate car, exceptionally nice body, unblemished; £375.—Peter Owen, Ltd., Gaywood, King's Lynn, Tel. 4123. (4659)

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1914)

1949—50 Alvis; please give particulars and price.
A FREEMAN, Ltd., Grovenor Garage, Burnage Lane, Manchester 19. Rux. 2874-5. (1094)

S F. KRANKIN & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. (1540)

PRIVATE enquirer seeks purchase 1939-40 Speed 25 Alvis saloon.—Detailed particulars to C. Joslin, 6, Bayview Terrace, Penzance. (1420)

C HARLES POLLETT, Ltd., buy good late models for cars and stores: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 302-3. (1090)

Alvis Spares and Service

SERVICE and spares for Alvis cars.
ALVIS Ltd., Service Station, 632, Finchley Rd., London, N.W.1, Tel. Speedwell 7763-3-4. Grams. Alviscar, Gold. London. (1094)

C HANAL at Alvis, Ltd., Service Station, Heyhead Rd., A. Coventry, Tel. 411. Grams. Alvis, Coventry. (1094)

CHARLES POLLETT, Ltd., Alvis specialists.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266. (1094)

SPAKE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 302-3. (1090)

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. (1094)

ALVIS repairs and spares specialists.—A. Freeman, Ltd., Grovenor Garage, Burnage Lane, Manchester 19. Rux. 2874-5. (1094)

SIDNEY MARCUS
1947 Buick 4-door de luxe saloon, l.h.d., beautifully maintained; £1,575. (1575)

1950 Chevrolet de luxe saloon, low mileage, as new; £1,575. (1575)

SIDNEY MARCUS, Ltd., 33, Sloane St., S.W.1. Tel. Simeon 3557-6070. (1536)

SIMPSON'S MOTORS offer:—
model Buick 51 super, registered 1947, 2-h.d. in excellent condition. (1575)

1948 Buick convertible with electrically operated hood, heater and seat covers. (1575)

1948 Chevrolet convertible with electrically operated hood, fitted with heater. (1575)

1949 Chevrolet 2-door saloon, fitted with heater; choice of two. (1575)

1949 Ford Customs super de luxe, fitted with radio and heater. (1575)

1949 Plymouth 4-door saloon, fitted with heater and seat covers. (1575)

1948 Model Studebaker convertible.—Simpson's Motors (Wembley), Ltd., (American Car Specialists) Wembley 2621-2905. (1535)

JOE THOMPSON (MOTORS), Ltd., offer:—
SLECTION of American cars. (1575)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin) Ken. 4059. (1575)

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing:—
1949 Buick Dynaflow Roadmaster 4-door saloon, all extras, Dynaflow drive. (1575)

1948 Buick Super Right Roadmaster saloon with Dynaflow engine and Dynaflow drive. (1575)

1946 Buick Super right saloon, series 46, first registered 1946, immaculate. (1575)

1947 Chevrolet light-hand drive Fleetmaster de luxe saloon, one owner only. (1575)

1947 Hudson Super Right 4-door saloon, all extras, immaculate condition. (1575)

1948 Pontiac Superliner eight, model P.B. saloon, hydraulic drive. (1575)

1948 Oldsmobile eight saloon, with hydraulic transmission. (1575)

FOR details and prices of above see under respective classification for sale, list or wanted.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (1540)

SIDNEY MARCUS, Ltd.
SIGGEST buyers of American cars. (1575)

RECENTLY require post-war American cars.—33, Sloane St., S.W.1. Tel. Simeon 3557-6070. (1536)

SIMPSON'S MOTORS (WEMBLEY), Ltd., require American cars (1937 onwards).—Wembley 9651-5905. (1547)

P & J
PAGE & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley 18hp Whitley saloon, blue with maroon leather upholstery, one owner, synchromesh gear box, condition as new; £1,695.—154, Gt. Portland St., W.1. Museum 1001. (1432)

BROOKLANDS.
1949 Armstrong Siddeley Lancaster saloon, black, serviced by makers. (1432)

103, New Bond St., London, W.1. Mayfair 8531-6. (1432)

CAR MART, Ltd.
1950 Armstrong Siddeley 18hp Whitley saloon, heater, self-rod miles; £1,635.—Carter 3434. (1492)

R. F. FUGGLE, Ltd.
1948 Armstrong Siddeley Lancaster saloon, 19,000 miles maintained by manufacturers, in admirable condition throughout; £1,175. (1432)

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. (1432)

CHARLES POLLETT, Ltd., offer:—
1950 Armstrong Siddeley 18hp Typhoon, blue, radio, 16,000 miles, very good condition throughout; £1,525. (1432)

18, Berkeley St., W.1. May. 6266. (1432)

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.2. Cunningham 956/9. (1430)

WELBECK MOTORS, Ltd., offer:—
1946 Armstrong Siddeley Hurricane drop head coupe, very low mileage, heater and radio, virtual indestructible from new, manual gear box; £750. (1432)

WELBECK MOTORS, Ltd., Car Sales Division, 107, World Famous Car Hire Company, 107, Chawford St., London, W.1. Welbeck 3961. (1432)

GUY SALAION AUTOMOBILES, Ltd., offer:—
1950 Armstrong Siddeley Whitley, 12,000 miles, immaculate condition; £1,595.—Potomac Rd., Thames Ditton, Esher 5531-2-3. (1436)

GORDON CARS (LONDON), Ltd.—1950 Armstrong Siddeley Typhoon, 12,000 miles, £1,595. (1436)

GORDON CARS (LONDON), Ltd.—1948 Armstrong Siddeley Typhoon, 12,000 miles, £1,595. (1436)

GORDON CARS (LONDON), Ltd.—1947 Armstrong Siddeley Hurricane coupe; £675. (1436)

GORDON CARS (LONDON), Ltd.—1947 Armstrong Siddeley Hurricane coupe; £675. (1436)

1948 Armstrong Typhoon saloon, one owner, manual gear box, superb condition; £1,075. (1436)

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. (1436)

1938 Armstrong 17hp 7-seater limousine, privately owned.—Autoworld, Ltd., Winchester. Wm. 4331. (1436)

1938 Armstrong Siddeley 16hp sports 4-door coupe, one owner, etc. (one owner); £1,075. (1436)

WILKINSON GARAGE, 615, Wilbraham Rd., Walsingham, Notts. (1436)

1938 Armstrong Siddeley 17hp saloon, fitted with selector gear box, bodywork and interior in perfect condition; £495. (1436)

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. (1460)

1939—1950 Armstrong 17 modern saloon, exceptionally clean condition, comprehensive equipment; £1,195.—Bella, Service Garage, 144, London Rd., King's Cross, London. (1436)

1948 (July) Armstrong Siddeley Typhoon saloon, black with brown hide, small mileage, immediate throughout, extraordinary value; £850.—G. D. Goss, Ltd., Caldmore Rd., Walsall 4596. (1436)

1946 (May) Armstrong-Siddeley Hurricane coupe, maroon, black leather upholstery, fitted with radio, normal gear box, 51,000 miles, excellent condition throughout; £750.—V.F.M. Motors, Crowthorne 528. (1436)

1947 Armstrong Siddeley Lancaster saloon, one owner, moderate mileage, good tyres, colour maroon; requires repainting £750.—R. S. Mend (Sales), 44, Queen St., Maidenhead. Tel. Maidenhead 5431-2. (1462)

1948 Armstrong Typhoon, black with brown leather upholstery, radio and heater, Regency loose covers, very low mileage, in new condition; £955.—Leathers, Leathers.—G. S. Hall, Ltd., 92, King St., W.6. Riverside 2561. (1436)

1950 Armstrong Siddeley Whitley saloon, first registered 2/7/50, finished in black with leather upholstery, modern-looking, very smooth, heater and manual gearbox, in exceedingly good condition throughout. (1436)

A. T. H. WILKINSON, Ltd., Bridge St., Northampton. (1436)

3375—1950 Armstrong Siddeley special 16hp 2-door sports saloon, really genuine original condition, motor car, modern-looking, very smooth, powerful and economical motor car; three months' guarantee, high purchase, excellent condition; £1,195.—L. Ames of Wood Green, Finchley Showrooms, 421, L. High Rd., Finchley N.12. Fin. 6221. (1460)

725 cc.—Armstrong Siddeley, June 1946, Hurricane 4-door drop head coupe, two owners, brown leather, manual gear change, excellent condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1460)

PRIVATELY owned, one owner, 1940 17hp Armstrong Siddeley 7-seater limousine, with Dynaflow D.W.S. jacking system, one shift lubrication, good tyres, batteries, etc., spotless, windscreen demisters, heater, car in immaculate condition, service (Herts); £525.—Webb 2a, Bradshaw Rd., Watford, Herts. Watford 3052. (1502)

A & S
LIMOUSINES 1938 25hp, partition, forward occasional, leather, exceptional order, black, from £250. (1432)

1MOBILITY 1939 17hp, partition, forward occasional, black, desirable condition, economical; £265. (1432)

A LPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. (4283)

ANY post-war Armstrong Siddeley Cars Wanted
ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. (1916)

ARMSTRONG MOTOR CO., Ltd. for your Armstrong Siddeley.—Tel. Sta. 9000, Seven Sisters Rd., Tottenham, N.15. (1916)

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-3, Peter St., Manchester. Tel. Blackfriars 7943. (1961)

PAGE & JOYCE, Ltd., London and District Distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—154, Gt. Portland St., Museum 1001. (1505)

Armstrong Siddeley Spares and Service
ARCOT MOTORS, Ltd.—Prestoncar gear boxes; exchange and repairs.—169, Fulham Rd., S.W.6. Kennington 7301. (1035)

ARCOT MOTORS preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.6. Kennington 7301. (1035)

ARMSTRONG SIDDELEY OWNERS—Complete overhaul and service and repairs by our highly skilled specialist mechanics in our modern well-equipped workshops. (1035)

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.6. Write, call or phone Kennington 7301. (1044)

PRESELECTOR gear boxes.—W. & A. Engineering, 8, Grant Rd., Addisonville Rd., Manchester 9. (1044)

BIRMINGHAM distributors, spare parts from 1932.—Frank Moseley (A. S. & S. Ltd.), The Depot, 20, New St., Birmingham, 1, Eds. 0916. (1044)

A LARGE stock of spares for the above cars always available.—Page & Joyce, Ltd., London distributors, Herts, Harley Crescent, Camden Town, Tel. Gai. 4441. (1044)

HENLY'S, Ltd., Chestnut Hill Rd., Manchester 9, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. (1044)

CENTRAL GARAGE, Crondon, distributors for Armstrong Siddeley cars, sales, repairs and servicing, complete overhauls, mechanical or coachwork.—Stratford Garage, Tel. Cro. 7464. (1199)

BROOKLANDS. **ASTON MARTIN**
1950 MARTIN distributor; new 2.6-litre for demo.—BUY or sell your cars at (1436)

103, New Bond St., London, W.1. Mayfair 8531-6. (1436)

ASTON MARTIN 2-litre tourer 1937, body resprayed, good mechanical condition; £450.—District Garage, Hestry, Cheshire. (1436)

Aston Martin Cars Wanted
ASTON MARTIN, Ltd., Old Windsor, Windsor 2008-9. (1436)

ROWLAND SMITH'S, the Aston Martin buyers.—Tel. Hampstead High St. (Hampstead Tube). Ham. 6041. (1917)

CASH immediately for good Aston Martin.—N. F. Edwards, 124, Gt. Titchfield St., W.1. Langham 0012. (1462)

WANTED, Aston Martin 1½-litre Le Mans 2.3-seater, short chassis, or 2-seater, or 2-seater, or 2-seater, in good condition.—Butcher, Oxford Road, (1462)

Aston Martin Spares and Service
FRIARY MOTORS, Ltd. (1436)

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Stratford Rd., Old Windsor, Tel. Windsor 2003-3. (1916)

ATLANTA
FOR sale, Atlanta 1945 4-door coupe, as new in every detail; 12-cyl. superior car in appearance and mechanical condition; fitted and insured, worth £2,000. offered at £500; great bargain.—Box 5099. (4776)

AUSTIN SEVEN
1934 Austin 7 saloon, excellent condition; £137/10. (1436)

XL SERVICE STATION, Kingston Vale, S.W.15. X. Kin. 5353. (1461)

1937 small mileage, specimen car; £235.—Box 6327. (1461)

£275—Austin 7 1937 2-door saloon, excellent original condition throughout, leather interior, sliding roof; many others. (1436)

BOX 6327, 1937 Austin 7 1937 model Ruby de luxe saloon, (Soyds Holland Park Tube). (1436)

1938 (1939 model) Austin Big 7, very sound; £1,195.—Smith & Hunter, Ltd., 378, Kennington High St., London, W.14. Tel. Western 2312. (1461)

225 cc.—Austin 7 1937 model Ruby de luxe saloon, 2-seater, terms, exchange.—Rowland Smith, below. (1436)

1950—Austin 7 1950 drop head cabriolet, 2-seater, leather upholstery very good condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1461)

1937 engine and in all round very exceptional condition; £230.—Kings Motors, 1, High St., Hounslow, Tel. Hounslow 5552. (1436)

£150—Austin 7 8hp 2-seater Gordon-England, reconditioning bills over £200 produced, including new head, etc.; 2-seater, 40-45 mpg, using no oil.—Tel. Hurstway 3623, Thomas, 21, Stuart Ave., Hayes, Breme, Kent. (1415)

Austin Seven Cars Wanted
ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1916)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

PRIVATELY owned A40, autumn 1950, moderate mileage, excellent condition, owner soon abroad and January, 1951. Whitehall 2848/2050, and Emsworth, Hampshire, 781. (3505)

1949 Austin A40 Devon 4-door saloon, blue with blue leather upholstery, splendid condition throughout. 2855—Panties Service Garage, London Rd., Guildford S26. (4160)

1949 blue leather blue saloon, heater, radio, (combed serial), low mileage, engine maintained exceptional throughout. 2935. Alpe, Providence Court, North Audley Street, Mayfair-2941. (4568)

1950 (Nov.) Austin A40 Devon saloon, 1,200 miles only, green/brown, fitted heater and radio. 2877—Gerry Brown Motors, 55-57, South Edwards St., London, W.8. Western A51. Trade only. (4656)

1949 A40 saloon, black/beige upholstery, moderate mileage, one owner. 2885; a selection always in stock, prices from 2885 to 31,150—H. A. Saunders, Ltd., 134, Golder Green Rd., N.W.11. Speedwell 0011. (3546)

1949 (June) Austin A40 Devon saloon, grey with blue leather, sun roof, radio and heater, one owner. 21,000 m.p.s., perfect. 2875—Oibson Sports Cars (Kichurch), Ltd., Lyndhurst Rd., Chichester, Hants, Tel. 1681. (4514)

750 cns.—Austin A40, August 1948. Dorset saloon, light green, sliding head, fawn leather, small mileage, exceptional condition, terms, exchange, let open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (4605)

1950 (Nov.) Austin A40 Devon, fawn, radio, heater, sun roof, 4,000 miles, genuine low new throughout; 11,035; compare condition, mileage and price. 2875—J. H. Crickwood, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. (4509)

Austin A40 Cars Wanted

THE

CAR MART, Ltd.

REQUIRED IMMEDIATELY.
MAKE your enquiries to
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.

A40 car wanted.—Mac, 2 Park Hill, Carshalton, Surrey. Wallington 637. (2167)

A new, post-war Austin A40 required.—30, Ryecroft Rd., N.W.16. Tulse Hill 2198 (day). (0725)

ROWLAND SMITH'S, the Austin A40 buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (4605)

CASH buyers of low mileage Austin A40s, distance no object.—Hartons, Lord St., Southampton. Tel. 2268. (4605)

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. (0851)

AUSTIN A40 cars wanted.—Motorists (London), Ltd., immediate cash buyers of A40s with 100p saloons.—Great North Rd., E. Finchley Station, N. Tudor 2501-2. (0704)

AUSTIN TWELVE

CLANFIELD LAWRENCE offer:—

1947 Austin 12-4 saloon, black, 34,000 miles, re-builder, excellent condition throughout. 2845.—407, High Rd., N.12. Finchley 0091. (4058)

12hp Austin saloon, 1939, black, very well maintained. 2845. (4058)

WADCOCK MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. (4151)

1939 Austin 12, good condition; 2845.—Blue Star Motors, Ltd., 617, Finchley Rd., Hampstead, N.W.5. (Ham. 2254-6). (4422)

1946 Austin 12 saloon, heater, new battery, black, exceptional condition; 2695.—Lawson Pigott Motors, Ltd., 320-2, King St., Hammersmith, W.6. Tel. Riverside 4111 and 4081. (3944)

1939 Austin 12 Gordon 4-door convertible saloon, really nice condition. 2425; also 1936 12/6, above average condition, 2,225.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723-35. (5762)

1946 Austin 12-4, colour black with brown upholstery, moderate mileage, coachwork and mechanically perfect. 2675.—Collins Car Sales, Maida Vale 5134 and 3651-2. (4355)

£325 1-March 1938 Austin 12hp A40 5-seater saloon, privately owned, well tried and in sound mechanical order, paintwork, windscreen, heater, etc., unrepeatable opportunity. (4555)

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 5041 (5 lines). Write for post-free catalogue of nearly 600 cars. Hire purchase, Part exchange, Free delivery. Showrooms open till 8 p.m. (4555)

£499—1939 Austin 12-4 A40 of lute saloon, recently overhauled costing £140, mechanically excellent, bodywork spotless, new carpets, 3 months' guarantee, hire purchase. (4555)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421 High Rd., Finchley, N.12. Fin. 6221. (4472)

1939 Austin 12 Ascot of lute saloon, one owner, original engine, maker's recommended engine just fitted, tyres excellent, low mileage; specimen car. 2,450.—548, King St., Hammersmith, W.6. 2857-9. (4419)

365 cns.—Austin 12, August 1937, Ascot of lute 4-door saloon, black, sliding head, brown leather, one careful owner, excellent condition; terms, exchange; let open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (4605)

Austin Twelve Cars Wanted

CASH buyers of low-mileage Austin 12s; distance no object.—Hartons, Lord St., Southampton. Tel. 2268. (4605)

Austin Twelve Cars Wanted

C THE CAR MART, Ltd. London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Station 1215. Tel. 2894. (3505)

ROWLAND SMITH'S, the Austin 12 buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041. (4605)

1937 8-9 Austin 12 saloons and limousines wanted.—Motorists (London), Ltd., East Finchley Station, N.2. Tudor 2501. (0694)

£69—1932 Austin 14 de luxe saloon, excellent run, bargain.—1, Gray Motors 180-184, West End Lane, N.W.8. Hampstead 6490. (12642)

1939 Austin Goodwood saloon, black, exceptional condition throughout; 2,445, trade enquiries welcomed.—H. C. Paul, Ltd., 24, Bruton Place, W.1. Mayfair 0841-2. (2699)

AUSTIN SIXTEEN

C THE CAR MART, Ltd.

LONDON DISTRIBUTORS.

1949 Austin 16 saloon, radio, heater, 11,000 miles, 11,050.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (4905)

WANTED MOTORS, Ltd., offer:—

1948 Austin 16, green, all leather, excellent condition, one owner. 2885.—Cambridge Park, N.11. Wansford 1000. (4177)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown leather interior, excellent condition, 11,000 miles. 2885.—D. J. Shepherd & Co. (Enfield), Ltd. 435, Enfield, Middlesex. Tel. 2960. (4486)

1949 Austin 16 saloon, good; 2895.—Rory's Autos, Ltd., Euston 2700. (3755)

AUSTIN 16 1937 model saloon, bargain; 2,225.—35, The Chase, W. & A. Mayfair 1200. (4605)

1938 Austin 16, brown leather upholstery, one owner, splendid mechanical condition; 2,575. FERRARIS OF CHICHESTER, Ltd., 200, 208, Crickwood Broadway, N.W.2. Gl. 2234. (4062)

AUSTIN saloon, 1946, 16hp, excellent condition, 24,000 miles; 11,250.—Tel. Avenue 5273, Mountview Park, W.1. (4235)

AUSTIN 16 1949, grey/brown hide, sunroof, radio, heater, one owner, small mileage; 2,995.—J. J. Western 9641. (3890)

£995—Austin 16hp saloon, black, brown leather; 11,250.—Tel. Avenue 5273, Mountview Park, W.1. (4760)

1949 Austin 16 5-seater de luxe saloon, black with brown hide, fitted heater, very fine condition throughout, one owner. 2850. (4605)

ROBINS, 36, Upper Richmond Rd., East Putney, S.W.15. Tel. 3900. (4605)

1948 (December) Austin 16, radio, heater, sliding roof, in exceptionally good condition, 2,675. Tel. Wellesley 235. (4605)

AUSTIN 16, August, 1947, perfect condition, black and brown leather, exceptional value; 2,725.—Herbert & Mills, Church Rd., Ashford, Kent. Tel. 2960. (4486)

AUSTIN 16 de luxe saloon, one owner, quite unmarked, open an examination, bargain; 2,850.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. (4550)

1948 Austin 16, leather, black, excellent condition, 2,850, trade enquiries, welcomed.—H. C. Paul, Ltd., 24, Bruton Place, W.1. Mayfair 0841-2. (2699)

1946 Austin 16 saloon, black, brown hide, H.V. radio, reconditioned engine; 2,695.—John Gray, 20, Hermitage Lane, N.W.6. Speedwell 1243. (4605)

1948 Austin 16 saloon, black, 30,000 miles, excellent condition; another 1947, 1948, radio; price 2,895.—E. D. Abbott, Ltd., Farnham, Surrey. (4407)

1937 Austin 16 saloon, black with blue leather upholstery, very good condition; 2,325; terms, exchange.—G. S. Hall, Ltd., 508, King St., W.6. Riverside 2681. (5441)

1947 Austin 16, black/brown, heater, radio, two fog lamps, 21,000 miles, excellent condition; 2,750.—Bothwell, 58, Parkhurst Rd., Berwick, Berks/Leath 6164. (4999)

1946 Austin 16, colour black with brown upholstery, moderate mileage, coachwork and mechanically very good; 2,675.—Collins Car Sales, Maida Vale 5134 and 3651-2. (4355)

1947 (August) 16hp sun roof saloon, black/brown leather, heater, radio, 21,000 miles, excellent condition; 2,825.—H. A. Saunders, Ltd., 134, Golder Green Rd., N.W.11. Speedwell 0011. (3545)

1948 Austin 16, black, brown leather, heater, purchase.—B. & H. Motors, 1464-9, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6971. (4355)

1947 (May) Austin 16 saloon, black, brown leather upholstery, maintained by us in excellent condition throughout, fitted heater and fog light; 2,650.—Inbridge Service Depot, South Rd., Southall, Middlesex. Tel. South 2355. (4605)

695 cns.—Austin 16, December 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, exceptional condition; terms, exchange; let open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (4605)

ATTRACTIVE offer.—1939 Austin 16, black with blue upholstery, this car is literally in an immaculate condition, having been carefully looked after and over 2100 spent on it during the last 3 months (bills), will suit anybody wanting reliable, good looking car; a bargain at 2,495; no dealers.—Hendon 0629. (4260)

HIRE 16hp Austin Limousine 1949, partition, forward seats, leather, 24,000, black, carefully maintained. (4605)

LPE & SAUNDERS (100-Limousines) Providence Car, North Audley Street, Mayfair-2941. (4284)

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars
REQUIRED IMMEDIATELY.
MAKE your enquiries to
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.

CASH buyers of low-mileage Austin 16s; distance no object.—Hartons, Lord St., Southampton. Tel. 2268. (4605)

WANTED Austin 16s, 1948 and 1949 saloons.—Motorists, East Finchley Station, Tudor 2501. (0694)

ROWLAND SMITH'S, the Austin 16 buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041. (4605)

AUSTIN A70 & A90

C THE CAR MART, Ltd.

LONDON DISTRIBUTORS.

1950 Austin A70 saloon, heater, 11,000 miles; 11,215. (4605)

1950 Austin A90 Atlantic convertible, power windows, 11,000 miles; 11,000. (4605)

1950 Austin A70, 12,000 miles.—Radiet, Hare, Tel. Radiet 4141 and 5949. (3718)

1950 Austin A70 Hampshire saloon, fawn, with brown leather upholstery, fitted heater, heater and sun roof, 5,000 miles only. (4605)

TOM GARNER, Ltd., 10-12, Four St., Manchester, 2. Blackfriars 9265-6. (4213)

SIMPSON'S MOTORS (Tel. Wembley 8891 or 3948), offer:—

1950 Austin A70 with heater, in excellent condition.—Simpson's Motors (Wembley), Ltd. (4543)

AUSTIN A70, 1950, brown/brown hide, 14,000 miles only; 11,215.—J. J. Western 9641. (3890)

1950 (Nov.) Austin A70, 4,300 miles.—Eymour, Sutton, Tel. Rogate 4 (trade only). (4678)

1950 (Feb.) Austin A90 drop head coupe, green, speedo r/r, 12,000; 11,250, exchange. (4605)

P. E. SEWARD, Linwood, Upper Bassett Avenue, Southampton. Tel. Bassett 6981 & 6882. (2331)

1950 Austin A70 saloon, blue, 9,000 miles; 11,250. W. J. Mayfair 9051. (4605)

1950 Austin A70 de luxe, 12,000 miles, excellent condition; 11,000.—Jayes, 44, Sutton Rd., Birmingham. (4589)

1950 Austin A90 Atlantic sports saloon, finished in grey, grey leather upholstery, fitted heater, radio, 7,000 miles; a beautiful car; 11,425. (4605)

1950 Austin A70 de luxe, 12,000 miles, excellent condition; 11,000.—Jayes, 44, Sutton Rd., Birmingham. (4589)

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1950 Austin A90 Atlantic sports saloon, finished in grey, grey leather upholstery, fitted heater, radio, 7,000 miles; a beautiful car; 11,425. (4605)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

£215—Austin 18 long chassis 7-seater, P.P., absolute, immaculate condition, low mileage, late 1950, new tyres, bargain.—23, Lancing Rd., Orpington, Kent, S197.

1937 Austin 18 Chalfont 7-seater limousine, partition, record engine, superb, guaranteed, £225, payments.—Vaughan, 17, Astwood Mews, 8, W.7 Fps, 1215.

1938 18hp Austin 7-seater limousine, 36,000 miles only, immaculate.—R. C. Mortlake, 253 Kensington Rd., London W.10. Ladbrooke 3153; after 3.45

1938 Austin 18 Windsor 7-seater, one owner, 20,000, guaranteed, £250, 1934 Austin 19 7-seater, guaranteed, £195, payments.—O. Olded, 686, Kensington High St., W.14. Western 6631.

CAMDEN MOTORS—Austin 18hp 7-seater limousine 1936, in black with leather upholstery front and rear, division, touring face-forward occasional seats, excellent tyres and in sound running order; £235.

CAMDEN MOTORS—Austin 18hp 7-seater limousine 1936, a most desirable car, excellent black finish, all leather upholstery, occasional division, recent engine overhaul on our workshop; £265.

CAMDEN MOTORS—Austin 18hp Windsor 7-seater 1936, privately owned by city manager, chauffeur driven, original dark blue coachwork, beautifully maintained, face-forward occasional seats, leather, special corner running lamp in rear; £255.

CAMDEN MOTORS—Austin 18hp 7-seater limousine 1936, excellent example in very much above average condition, widest face-forward occasional division, passenger seats, engine recommended by Austin main dealer; £275.

CAMDEN MOTORS—Austin 18hp 7-seater limousine 1936, opportunity to purchase a genuine low-mileage limousine which has been taxed privately since new and which is definitely up to post-war standard in appearance and mechanical condition, coachwork and leather interior, virtually unmarked, quiet smooth engine and gear box, steering, brakes etc., recently overhauled, a very desirable specimen; £285.

CAMDEN MOTORS, Ltd., Lease St., Leighton Buzzard, C. Beds. Tel. 224. Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Parts refunded to purchasers from any part of the country. Showrooms open till 8 p.m.

£525—1937 Austin 18 long chassis full 7-seater, saloon de luxe, in really magnificent condition, bodywork just like new, excellent mechanically, recently overhauled engine, £525, ideal for hire and ready for immediate use, 3 months' guarantee; hire purchase, exchange.

LAMB OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.19. Fin. 6221.

A&S Limousines also seven passenger saloons, selected carriages, guarantee mechanical certificate, below.

LIMOUSINES 18hp, 1937/1938/1939, partitioned, forward and occasional leather, from £245, best.

LPE & SAUNDERS (100-Limousines) Providence A Court, North Audley Street, Mayfair-2941. (4285)

Austin Eighteen Cars Wanted

C THE CAR MART, Ltd., London distributors wish to purchase Austin 18 cars.—397, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S the Austin 18 7-seater—Hampstead High St. (Hampstead Tube), Hampstead 6041.

ROWLAND SMITH'S 23 7-seater, 1937—Hampstead High St. (Hampstead Tube), Hampstead 6041.

AUSTIN TWENTY-FOUR Austin 23 5hp Mayfair 7-seater limousine, one owner, leather, very fine, Kilders, 8, Rosemead Rd., Hampstead, N.W.11. Hampstead 4336.

AUSTIN TWENTY-EIGHT Limousine Ranelagh 1939 partition, forward occasional leather, leather, certified mechanically, exceptional condition, £595, best.

LPE & SAUNDERS (100-Limousines) Providence A Court, North Audley Street, Mayfair-2941. (4285)

CAR MART, Ltd. LONDON Distributors.

1950 Austin A135 Sheerline saloon, 8,000 miles; £1,525.—Car Mart, Ltd., Austin House, 397, Euston Rd., N.W.1. Euston 1212.

1950 Austin A135 Princess saloon.—Green & Zonta, Ltd., 246, 252, Deansgate, Manchester 2, Tel. Deansgate 332.

1949 Austin Sheerline saloon, gun metal, grey leather, radio heater, speedo reading 16,000 miles, one owner.

R. INCO, Ltd., 16, Alconway St., Mayfair, W.1. Regent R 2952/3/4.

AUSTIN SHEERLINE A135, first registered November, 1939, approximate mileage 15,000, excellent condition.—For appointment Tel. Ladbrooke 0015.

1950 Austin Sheerline, black, one owner, chauffeur kept, £1,250.—J. P. Dove, Ltd., 111-113, Addiscombe Rd., Croydon, Addiscombe 3028.

1949 Austin Sheerline saloon, black, chauffeur driven, one owner, excellent condition, mileage 24,980.—H. A. Jackson, Motor Works, Hurlstone Rd., Coddington 752.

1949 Austin Sheerline grey with grey leather, 15,000 miles, most immaculate; £1,495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1105.

1950 Austin A135 Sheerline saloon, 9,500 miles, black, one owner, immaculate condition, fitted radio, very quick sale.—Ibbotson, Britannia Flour Mills, Sheffield, 5.

AUSTIN A135 AND A136 Austin Sheerline, October, 1950, black, 13,000 miles, excellent condition, one owner, Jones covers for upholstery, radio, heater; £1,700.—Apply Power Specialities, Ltd., 12, W.1. Euston 1212.

FOR sale, Sheerline, late 1949, black with beige leather, total mileage 30,000, chauffeur maintained and driven perfect condition, new tyres and brake linings, owner taking delivery of new car; £1,630.—Tel. Oxford 4061.

IMMOBILE 1951 Series (covenant expired) seven L passenger Sheerline, partition, forward occasional, 4,000 miles only, black, £2,150.

LIFE SAUNDERS (100-Limousines) Providence A Court, North Audley Street, Mayfair-2941. (4285)

Austin A135 and A136 Cars Wanted

C THE CAR MART, Ltd., London distributors wish to purchase Austin Sheerline and Princess cars.—397, Euston Rd., N.W.1. Euston 1212.

SHEERLINE required by private owner, for cash.—75, Fortess Rd., London, N.W.3. Gulliver 2217, Millers 2567.

AUSTIN MISCELLANEOUS FRICKERS OF HOLLAND PARK offer:—

1950 Austin A40 saloon, 6,000 miles, sunshine roof, heater; £1,250.

1950 Austin A40 saloon, dark green, 16,000 miles, £800.

1950 Austin Sheerline saloon, silver grey, 6,000 miles; £1,350.

HOLLAND PARK Ave (next door to Underground), GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon; £1,045.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon; £1,045.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon; £1,045.

GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon; £1,045.

GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon; £1,045.

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon; £1,045.

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GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon; £1,045.

PRYNE & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engine, gear boxes, pumps, clutches, carburetors, brake shoes and electric units from stock, repairs and services to Austin exclusively.—37, Acton Lane S.W.2. Brighton 0194

BENTLEY (3/4- & 4 1/2-litre)

C CAR MART, Ltd.

1950 Bentley Mark VI standard steel saloon, 13,000 miles; £3,550.

1948 Bentley Mark VI standard steel saloon, 8,000 miles; £4,750.

CAR MART, Ltd., 550, Euston Rd., N.W.1. Euston 1212.

H OFFMANN GARAGE, Ltd.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4½-litre)

JACK BARCLAY, Ltd.
LARGEST official retailers of Bentley and Rolls-Royce;
 stock list of used models on request to
 12-13 St. George St., Hanover Sq., London, W.1.
 Tel. Mayfair 7444.
JACK BARCLAY, Ltd. (10067)

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFERS—

1950 Bentley Mk VI standard saloon, polychromatic pale lawn with off-white (lhr), £3,800.
1949 Bentley Mk VI standard saloon, blue with blue (lhr), £4,850.
1949 Bentley Mk VI power operated coupe by Park Ward, green with green (lhr), £4,975.
1948 Bentley Mk VI standard saloon, metallic grey with grey (lhr), £4,550.
1947 Bentley Mk VI special 2-door saloon by H. J. Mulliner, grey with brown (lhr), £4,250.
DELIVERY of new and used cars quoted on application.

AUDLEY House.

NORTH AUDLEY ST., W.1.

MAYFAIR 5242. (14772)

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6042 (5 lines). (14346)

FRICKERS OF HOLLAND PARK offer—

1949 Bentley Mk VI standard saloon, two shades green, 11,000 miles; £1,150.
1934 3½-litre Bentley 4-door sports, black; £1,150.
HOLLAND PARK Ave. (next door to Underground), Park 5077. (1450)

MANN BOERTON & Co., Ltd., offer—

1950 Bentley Mk VI steel saloon dual grey with grey leather upholstery, mileage 17,000; £3,500.
1949 Bentley Mk VI Park Ward drop head coupe, grey with grey leather upholstery, mileage 11,000; £4,550.
1947 Bentley Mk VI steel saloon, black with brown leather upholstery, mileage 54,000; £3,750.
14, Berkeley St., London, W.1. Regent 2073. (14564)

CUY SALMON AUTOMOBILES Ltd., offer—

1936 Bentley 4½-litre 4-door sports saloon by Thrupp & Maberly, completely rebuilt throughout and repainted, 10,000 miles, 1000 cc. Thames Ditton. Embrook 5551-2-3. (10667)

CUY SALMON AUTOMOBILES Ltd., offer—

4700 miles—1950 (November) Bentley Mark VI standard saloon, two-tone grey with red leather, 45,850, Portsmouth Rd., Thames Ditton. Embrook 5551-2-3. (12946)

TOM GARNER, Ltd., offer—

1949 Bentley 4½-litre Mark VI Standard steel saloon, black with beige leather, 5,000 miles only.
1950 Bentley 4½-litre Mark VI Special 4-door sports saloon by H. J. Mulliner, silver and blue with blue leather, 9,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 3. Blackfriars 9465-6. (14214)

1950 Bentley standard steel saloon, 600 miles only; £3,500.
EVANS & O'MALLEY, Ltd., Lowndes Square, Knightsbridge, S.W.1. Sloane 1353, 1709. (13067)

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer—

1948 Bentley Mark VI standard steel saloon, maroon, one owner, 22,000 miles, perfect throughout; £4,450.

1936 (Nov.) Bentley 4½-litre all steel saloon, by Park Ward, black, brown hide, 22,000 miles, in really magnificent condition, very good history, serviced and guaranteed; £1,650.
18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5950-8. (14428)

1938 March, Bentley 4½-litre L.S. series, Thrupp & Maberly semi-rigid edge saloon, black, excellent history.
MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. (14152)

SWANMORE GARAGE (Rolls & Bentley specialists), 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1122.

1949 Bentley Mk 6 S.B. saloon, grey.

1938 Bentley 4½ L.E. Park Ward saloon.

1937 Bentley 4½ Gurney Nutting saloon.

1935 Bentley 3½ Barker 2-str. d.h. coupe. (14222)

1948 Bentley standard steel saloon, two-tone grey, immaculate condition, mileage 32,000, offers wanted—Box 6124.

PADDON BROS. Ltd.—Always have a good selection of Bentley and Rolls-Royce cars—60, Chesham Place, 6 W. Ken 6050. (14330)

1935 3½-litre sports saloon, one owner, immaculate; £1,225—Reading 81347. The Gauges, Reading, Berks. (14375)

BENTLEY (3½- & 4½-litre)

BENTLEY 1950 Mark VI standard saloon, under 9,000 miles, dark grey.—A.R.C. Motor Co., Sherwin Rd., Castle Boulevard, Nottingham. (14495)

1934 Park Ward saloon in very good condition throughout, grey, red leather; £1,250. (12195)

1935 Bentley 2½-litre, 81,000 miles, grey saloon body, 4-door, approx. mileage 20,000, £1,400 or offer.—Green, Motor Engineer, Drummond Rd., Skegness. (14907)

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1278-3), officially appointed Bentley retailers and repairers, reliable used cars in stock. (14543)

1947 Mark VI Bentley, 55,000 miles, colour, 137, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (14315)

CENTRAL GARAGE (CROYDON), offer—First registered 1935 Bentley 4-door sports saloon, special body, excellent condition.—Central Garage, Croydon 7464. (14045)

£1695 with makers, recent shows; cars taken in part exchange.—Lawton-Goodman, 36, North Audley St., W.1. (14705)

1935 Bentley Tickford all weather 4-door d.h. Bentley City (London), Ltd. 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (14314)

1950 (May) Bentley Mark VI dual grey sports saloon, 10,000 miles only, impeccable in every detail; £3,550.—Bella Service Garage, Ltd., 100, Eton Rd., Kingston-on-Thames. Kingston 1185. (13964)

1947 (June) Bentley 4½-litre Mk VI standard steel saloon, finished black with black with black leather, maintained and serviced by Bentley Motors, a fine example of this outstanding marque; £3,500.—R. ROBBINS, 90-92, Richmond Rd., Epsom, Surrey. R.S.15. Tel. 4561. (14641)

1948 Bentley Mark VI standard steel saloon, dark blue with blue leather, 10,000 miles, 1000 cc. miles, a most attractive car in exceptional condition; £3,500.—Charles Church, 65, St. James's Place, London, W.1. (14504)

1950 (September) Bentley Mk VI Park Ward 4-door coupe, hydraulically operated hood and wind-up, grey, 10,000 miles, as new; £3,500.—Wood Park Hotel, Colchester, Essex. (14504)

1949 Mk VI drop head coupé by Park Ward, grey, 47,000 miles, £2,400.—Morris & Morris, 27, West End, Woking. (Tel. Chobham 46 after 7 p.m.) (14550)

CLARKE'S OF FIBBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a two-day four hour service to owners used cars available for inspection. Tel. Brookwood 2201-2. (10556)

ARCHIE SIMONS & Co., Ltd.—Bentley Mark VI standard steel saloon, colour grey, blue leather upholstery, radio and heater, normal mileage, just back from makers, excellent in every way; £4,000.—24, Grosvenor St., W.1. Lan. 1343. (14385)

WADHAM BROS. Ltd., offer 1948 Mark VI Bentley standard steel saloon, finished in black with black leather upholstery, excellent condition throughout; price £4,350; may exchange welcomed.—Automobile House, Banister Rd., Southampton, Tel. 2991. (14049)

3½-litre Bentley, first registered October 1934, fitted with sports saloon body by Arthur Mulliner, Ltd. the car was supplied new by us and has had one owner only since new, it has been chauffeur kept and maintained throughout its life history available. (14739)

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907.

1935 3½-litre Bentley, with most attractive 2-door four-door sports coupe by Thrupp & Maberly, excellent coachwork in brand new condition and recent overhauls, 48, Kensington Court, W.8. Western 6015. (14077)

BENTLEY 4½ second series 1937 model sports 2-door sliding head saloon, most attractive coachwork by Vanden Plas, in superb condition, cellulose blue with black wings and waistline, recommissioned some time ago regardless of expense, fitted host of extras, including radio; inspection or trial welcomed; £1,675; terms, ex-changes, etc. (14212)

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton. (13700)

£1295 or near offer for Bentley 3½-litre with Thrupp & Maberly, owned by garage proprietor who has recently spent £300 on this vehicle, speedometer reads 50,000, whole vehicle magnificent including re-upholstered leather interior, 1000 cc. 1500, fitted radio, discs, etc., undoubtedly one of the finest Bentleys on offer; 2 months guarantee, 22,000 miles, ex-changes. (14224)

AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., N.12. Tel. 4211. (14974)

3½-litre (April) MR series, overdrive, Park Ward 4½ saloon, boot, exceptional chassis, showroom condition, black, good history. Seen—

A. P. S. SAINPINS, Ltd., Providence Court, North Audley St., Mayfair-2941. (14291)

BENTLEY (other than 3½- & 4½-litre) COACHCRAFT offer—

1931 (February) Bentley Speed Six 6-door drop head, original throughout and in perfect condition, must be seen and tried; £295; cost new £350; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. (14523)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Spare Parts." (17661)

FOR sale, Bentley limousine 57.2, year 1935; no reasonable offer refused.—Gawyers, 65, High St., Dorset. (14223)

1927 Blue Label Weyman saloon, Wilton bar, chauffeur driven, 30 m.p.g. negligible oil consumption, probably best specimen in existence.—Mayes Gunlake 134. (14304)

1928 4½-litre Bentley coupe, beautiful example, 85,000 good tyres, excellent running order and condition, photos available, £400 or offers.—Box 5305. (14552)

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Staff Group of Companies, Ltd., 17, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5044. (10915)

CTHE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. (10958)

BENTLEY Car specialist for over 20 years wishes to purchase pre- or post-war Bentley in good condition; urgently wanted 1946-7-8 Mark VI standard saloons.

R. S. HEAD (SALES), Ltd., 48, Queen St., Manchester. Tel. 2431-2.

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model or either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley.

12-13, St. George St., Hanover Square, W.1. Tel. May. 7444. (10789)

ROWLAND SMITH'S, the Bentley buyers—Hampstead High St., Hampstead, N. Tel. 4643.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Rolls-Bentleys (1937 onwards).—Wembley 8691/5906. (10974)

BENTLEY wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. (14019)

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentley.

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St. Midland 2437. (10897)

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 38, Weybridge St., Crystal Palace, S.E.15. Liv. 2362. (10083)

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy any mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). (10907)

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentleys, cars, please send particulars. Tel. Northampton 907. (10611)

JACK OLDING, Ltd., 6-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. (10613)

A & S always purchase Saloons, also four-door coupes, 1935 to 1938, please forward details, prompt attention assured.—Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (14599)

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—Berkeley St., W.1. May. 6266. Service works and spare parts, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5950-7-8. (10662)

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork, large stocks of spares for all types.

WORKS—Lambard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). (10604)

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5950-7-8. (10663)

CENTRAL GARAGE, Croydon, specialists in all Bentley and Rolls-Royce cars, servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Croy. 7464. (14563)

B.M.W.

CHIFFSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." (13890)

B.M.W. Spares and Service

M. & S. MOTORS, Ltd., 36 and 57, Lancaster Mews, 41, Craven Terrace, London, W.2, are specialising in all types of B.M.W. service and repairs. Tel. Ambassadors 6374. (14705)

BOND MINIGAR

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the Parts Purchase specialists.

1951 Bond Minter 1,000 miles, one owner, fitted with amp lamps two batteries with amp meter, fully equipped, taxed for the year, 2595m.

1952 Purchase terms on the spot with no references. No formalities or guarantees; top price in part exchange on your present motor cycle or car; unique "months" written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY Canterbury Rd., Kilburn, N.W.6. R. Made Vale 6034, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (14516)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bond Minicar Wanted
BOND MINICAR: in good condition, wanted.—Tel. Valentine 2096. (32778)

Bond Minicar Spares and Service
CENTRAL GARAGE, Croydon, offer: spares and service for Bond Minicar.—Central Garage, Croydon 7464. (35859)

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond-trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY, of Kilburn. (36377)

BRISTOL
BROOKLANDS.
1950 Bristol 408 coupe, maroon, serviced by makers.
BOY or sell your car at
103 New Bond St., London, W.1. Mayfair 3351-5. (4551)

FRASER NASH cars offer:—
SUPERLEOCH 401 chassis type, gen. special sports 4-door saloon by touring of 4000 cc. boxer carburetors, Newton shock absorbers, close ratio gear box—two is recommended choice to choice.
1949 type 402 saloon, low mileage car, colour grey.
1948 type 400 saloon, fitted Newton shock absorbers, close ratio gear box, boxer carburetors, F70 headlights, etc., colour blue; also two other type 400 saloons, colour black.
F.N. Ltd., Falcon Works, London Rd., Isleworth, A. Middle. (36017)

K. EVILL, DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.
41-43, Hay's Mews, Berkeley Sq., W.1. Gros. 3553. (2936)

K. EVILL, DAVIES & MARCH, Ltd.
1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.
41-43, Hay's Mews, Berkeley Sq., W.1. Gros. 3553. (4967)

GOY SALOMON AUTOMOBILES, Ltd., offer:—
1950 Bristol 402 coupe, 2400 cc., in most excellent condition throughout; 2550.—Furnham Rd., Thames Ditton, Esherbrook 5531. (4930)

1950 Bristol 401 saloon, black, beige leather, radio and heater, 12,000 miles only, one owner; 4550.
RIPCO, Ltd., 18, Albemarle St., Mayfair, W.1. Regent 2052-3-4.

1950 Bristol 402 convertible, in really beautiful condition.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (4076)

UNIVERSITY MOTOR, Ltd., sole distributors London, Home and Eastern Counties, Brighton House, 80, Piccadilly, W.1. Grosvenor 4141. (36118)

1950 (December) Bristol 401, polychromatic grey, beige interior, loose covers since new, 8,000 miles, radio and heater, superb condition throughout; 4570.
MORGAN Moorings, West End, Woking, Tel. M. Chobham 46 (after 7 p.m.). (3980)

ANTHONY CROOK offers 1951 401 Bristol and many others; specialized after-sales service.—Anthony Crook Motors, Bristol Distributors, Caterham Hill, Surrey, Tel. 2232-3. (4983)

1950 (Nov.) Bristol 401 saloon, most attractive in off-white, tailored loose covers, wire wheels, regularly maintained by makers, taxed, 45,350; also 402 drop head coupe at a reasonable price.
C. WIMBORNE, Ltd., 512, Earl's Court Rd., S.W.5. R. Fremantle 9401. (4757)

ANTHONY CROOK offers choice of several Bristol 401 cars in perfect condition, including 1951 model, company free, also 1949 type 402; all cars offered by us have been checked in our specially equipped works, the advantage of dealing with a leading distributor will be obvious.—Anthony Crook Motors, Bristol Distributors, Caterham Hill, Surrey, Tel. 2232-3. (1313)

Bristol Cars Wanted
BARTLEY, the Bristol buyers.—77A, Pembroke Villas, W.11. Mayfair 0523. (1240)

A.F.N. Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. (36476)

ANTHONY CROOK purchases used Bristol on sight for cash.—Anthony Crook, leading Bristol Distributors.—Caterham Hill, Surrey, Tel. 2232-3. (3804)

B.S.A.
1937 B.S.A. 10 to 200 cc. attractively finished in red, recently overhauled, new hood and side curtains; 4255.—W.B. Motors, 359, New Cross Rd., London, E.8.4. Tidwell 5779. (3550)

365 cc.—B.S.A. Scout, 1939 model, series 8, 10hp sports saloon, black, sliding head, red leather, good tyres, excellent condition, terms, exchanges.—Rowland Smith, 146, Tottenham Court Rd., W.1. (4607)

245 cc.—B.S.A. Scout (August, 1950) 10hp series 8, 5 sports 4-seater, black, red leather, very good condition; terms, exchanges.—Rowland Smith, 146, Tottenham Court Rd., W.1. (4607)

350 cc.—B.S.A. 1953 10hp 4-door saloon, dark blue, blue leather, projector, fluid flywheel, very good condition; terms, exchanges; 1st open 9-7 hours and Saturday.—Rowland Smith, Hampstead, (Hampstead Tube.) Hampstead 6041. (4607)

CAMDEN MOTORS.—245 cc. B.S.A. 10hp sports roadster, 1938 model, front-wheel drive, remote control gears, fold-down screen, special "Sportscoil" frame fitted, very fast 2.5 in. amazing acceleration, nearly new 1938.
Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 3041 (8 lines). Write for post free catalogue of nearly 500 cars. Hire purchase, part exchange. Free delivery. Showrooms open till 8 p.m. (4547)

B.S.A. Cars Wanted
ROWLAND SMITH, the B.S.A. buyers.—Hampstead Hill St. (Hampstead Tube), Ham. 6041.

B.S.A. in good condition wanted.—Tel. Valentine 2096. (32778)

B.S.A. Spares and Service
BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesaler and retailer.—161, St. Portland Way, W.1, Lambeth 7733. (10144)

SPARE parts for 10hp and 12-3 fluid flywheel models.
S. A. Jones, Victoria Road, Clapham, S.W.4. Mayfair 4190 and 6252-3. (10641)

BUGATTI
POTTER & RICHARDS offer following Bugatti:—
TYPE 44 (3-litre single-cam) 4-seater tourer; 4325.
TYPE 44 (3-litre single-cam) 4-seater tourer; 4325.

1938 (late) type 37 Ventoux saloon, Bugatti body, 3.5-litre twin-cam, Lockheed brakes, 4275.—Kensington 6955, or write Richards, 69, Princes Lane West, S.W.7. (3073)

"MISTEAD MOTORS, Ltd.—See our advert, under "Sports Cars." (3229)

1939 Light 15 de luxe saloon, maroon, 3.5-litre with gear, leather, 4275.—Kensington 6955, or write Richards, 69, Princes Lane West, S.W.7. (3073)

BRIAN FINLAY, Bugatti Sales & Service, 2, Pembroke Square, Mayfair, W.1. Mayfair 3951. (454)

Bugatti Cars Wanted
GEOFFREY EDWARDS, Ltd. urgently require for immediate cash good type 37 Bugatti, all models. Assembly Lane, Haverhill, Herts. Tel. 113. (1481)

Bugatti Spares and Service
LEMON BURMAN, Bugatti service & Le Mans Rd. Kilburn N.W.6. Maida Vale 1531. (10071)

BUICK
ROY GALWAY, Ltd.
1950 Buick Super 51 hydromatic 4-door saloon, blue with white wall tyres, heater, radio and assembly as new.
1949 Buick Special 2-door 6-seater saloon, complete with nylon seat covers, heater, radio, 12,000 miles.
ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 4 lines. (2948)

JOE THOMPSON (MOTORS), Ltd., offer:—
1950 Buick 4-door saloon, colour maroon, radio, heater and loose covers.
1950 Buick 4-door saloon, colour black, extra, 12,000 miles.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (ex. in Michelin), Ken. 4555. (3903)

SIMPSON MOTORS (Tel. Wembley 8801 or 3903)
1948 model Buick 51 Super, registered 1947, rhd, with accessories.
1948 Buick convertible (full list see "American Cars")—Simpson Motors (Wembley), Ltd. (3903)

1940 Buick Victoria saloon, immaculate condition, brown leather, 4595.
A. CRIS AUTO, Ltd., 10 & 11, Acorn Parade, Clapham Park Rd., S.W.4. 3 minutes from Clapham Park Underground, Tel. Maccusly 2211 & 2212. (1195)

1937 Buick Super 8 limousine, leather front, cloth seat, very few miles; 4991.
BUICK, 1938, 7hp limited crown wheel and pinion, 41-litre, very few miles; 4991.
R.D., Skewton, Lancs. Tel. 538. (4443)

MAGNIFICENT 7-cylinder 1930 model Buick 37hp.—Swanmore Garage, 1170-1180, Chiswick, Middlesex. Tel. 0181-8622. (3521)

1937 Buick convertible four-seater, excellent condition, radio, etc.; 4375.—Queens Road Auto, 63, Queens Rd., Peckham, East Cross 5666. (4139)

FOR sale, 1949 Buick Roadmaster, left-hand drive, good condition, qualified inspection invited.—Call London exchange, Ferriale 7338, for appointment.

1938 Buick sedan, 8-seater, 25hp, l.h.d., Paris Show car, mileage 36,000, recently repainted and completely overhauled; 4375.—Apply 6209. (4139)

1939 Buick Victor 30hp saloon, bodywork immaculate, sound mechanically, excellent value at this price; 3 months' guarantee; hire purchase; exchanges.
LAWSON OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (4971)

1938 31hp McLaughlin Special straight eight, 1940 model, black, immaculate condition, superb performance; 4375.—F. D. Marriott, Elgth, Boston, Lancs. 799. (4256)

CAMDEN MOTORS.—Buick Dynaford Roadmaster, 4-door saloon, late 1949 model, latest production body styling and frontal appearance, curved and enlarged rear window, power Dynaford drive, built in radio, a/c cond'or, defroster, flashing trafficators, automatic door lights, nylon seat covers, etc., etc., looks and goes like a brand new car; 42,500.

CAMDEN MOTORS.—Buick Super Eight Roadmaster, 1948 model, fitted with Packard Fireball engine and latest Dynaford drive, all extras as above model, 6-seater 4-door, immaculate and unblemished condition, late property of West End theatre owner, chauffeur driven and maintained with monthly service by London Buick concessionaire, genuine mileage 16,910; 41,500.

CAMDEN MOTORS.—Buick Special Eight saloon, series 40, 1946 production, first registered June, 1948, new look frontal appearance, over streamlined body, all extras, new Whitehall; 41,075.

CAMDEN MOTORS.—Buick Victoria saloon, 1939, 6-seater 4-door, immaculate condition, immaculate condition, late property of West End theatre owner, chauffeur driven and maintained with monthly service by London Buick concessionaire, genuine mileage 16,910; 41,500.

CAMDEN MOTORS.—Lake St., Leighton Buzzard, Beds. Tel. 3041 (8 lines). Write for post free catalogue of nearly 500 cars. Hire purchase, part exchange. Free delivery. Showrooms open till 8 p.m. (4547)

1939 Buick Century saloon, column gear changes, black with brown inside, mechanically perfect exceptional condition; 4750.—Lady Bay Garage, Redcliffe Rd. Nottingham 64971. (4458)

NOVEMBER, 1949, Buick Super 4-door Sedan, black, 4-seater, upholders, fitted radio, heater, and air conditioner, speedo reading 14,020 miles, superb condition, L.H.D., must be sold; best offer over 4,500.—Charles, 25, Kenilworth Rd., Wimbush, Cambs. Tel. 3115. (4157)

1938/9 Buick Special Victory saloon, finished in black the original and unmarked black and chrome a most attractive and outstanding example of this model, interior equal to new and upholstered in Vynalene with new fitted Wilton carpets to match, engine completely reconditioned in 1951, a genuine small machine car specially tuned for petrol economy 20 mpg, and delivered free 250cc. terms and exchanges.

MADSTONE ENGINEERING Co., Cross St., Pendle, 100, Manchester, S. Pen. 5437. (4349)

DEMOSINE 1937, partition, forward occasional, nice mechanical, exceptional carriage, 4395, seen.—L.P.E. & SAUNDERS (100-Limousines) Providence Court, North Audley 88, Marlborough 2941. (4290)

Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., require Buicks (1937 onwards).—Wembley 8801/3903. (0664)

SOLE concessionaires, London & Harman, Ltd., will purchase used Buick models—showrooms, 8000 House, Albemarle St., London, W.1. Regent 7121. (3034)

Buick Spares and Service
BUICK sole concessionaires, London & Harman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Egar 7911. (10141)

CADILLAC
JOE THOMPSON (MOTORS), Ltd., offer:—
RHD 1949 Cadillac 4-door saloon, colour maroon, radio, heater, 12,000 miles, 43,850.

1949 Cadillac 4-door saloon, colour blue, 4-seater, 12,000 miles, 43,850.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (ex. in Michelin), Ken. 4555. (3903)

1937 Cadillac limousine, we offer to discontinue hire concern the finest pre-war limousine we have ever handled, a Cadillac 1937 pre-war limousine, 1937 model, equipped with interior, the most expensive pre-war American limousine ever produced, one private owner and literally in immaculate condition, lavishly equipped interior, with special wide face forward occasional seats, winding division inter-communicating, 2000 cc. motor, mounted close with twin speakers and remote control, bright and dim reading lamps, speakers' compartments, etc., black coachwork virtually unblemished, mechanical condition throughout is just as magnificent as the appearance, 1500 miles, 1937 model, the whole car being ready to give a magnificent term of service for wedding, funerals or the highest class West End hire work.

CAMDEN MOTORS, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 4 lines. (2948)

C. Beds. Tel. 3041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchange; free delivery. Showrooms open till 8 p.m. (4547)

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., require Cadillac (1937 onwards).—Wembley 8801/3903. (0664)

SOLE concessionaires, London & Harman, Ltd., will purchase used Cadillac models—showrooms, 8000 House, Albemarle St., London, W.1. Regent 7121. (3034)

Cadillac Spares and Service
CADILLAC sole concessionaires, London & Harman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Egar 7911. (10141)

CHEVROLET
BRITISH & COLONIAL MOTORS, Ltd., offer:—
1950 Chevrolet 4-dr. Stylie saloon, l.h.d., 9,000 miles.
1949 Chevrolet 4-dr. Stylie saloon, r.h.d., 14,000 miles.
1946/47 Chevrolet 4-dr. Fleetmaster saloon, r.h.d., 410 lbs.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), Upper St. Martin's Lane, W.C.2. Tel. 5548. (1748)

SIMPSON'S MOTORS (Tel. Wembley 8801 or 3903)
1949 Chevrolet 2-door saloon with accessories; choice of two.

1948 Chevrolet convertible (full list see "American Cars")—Simpson's Motors (Wembley), Ltd. (3903)

CHEVROLET, '48, black, 4-door, de luxe 1000 cc., heater, fog lamps, new tyres, excellent condition, 14,650.—Denham 2454. (4393)

CHEVROLET de luxe, Nov. 1949, 4-door saloon, right-hand drive, blue, radio, heater, white wall tyres, perfect, 14,000 miles, privately owned.

CONDOR MOTORS, Ltd., 51, Grosvenor Crescent, Piccadilly, W.1. Tel. 5548. (1748)

1937 Master Six 4-door saloon de luxe, in perfect all good condition; 4265.—R. B. Mead (Sales), Ltd., 48, Queen St., Maidahead, Tel. Maidahead 2454. (4393)

1950 (October) Chevrolet 2-door Stylie de luxe saloon, black, mileage 8,000, spare unused; 41,750; trade enquiries welcome.—R. C. Paul, Ltd., Striven Place, Mayfair 0511. (4607)

Chevrolet Cars Wanted
CHEVROLET 1950 or 1951 4-door saloon.—Martin Baker Aircraft Co. Ltd., Denham, Bucks. (0881)

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Chevrolet (1937 onwards).—Wembley 8801/3903. (0664)

BRITISH & COLONIAL MOTORS, Ltd.—Distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. (1758)

Chevrolet Spares and Service
CHEVROLET spares and service, private vehicles; distributors for London and Home Counties; British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5548. (1758)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Daimler Cars Wanted
ROWLAND SMITH'S the Daimler buyers—Hampton
 High Rd. (Hampton Tube). Ham. 6041. (0932)

PORT-WAR Dealer 254 shooting brake; price, particular. Tel. Daimler 5222, Tel. Birmingham Springfield 4382. (4703)

ROOT MOTORS, Ltd.
A ROOT MOTORS, Ltd.—Preslector gear boxes, ex-
 changes and repairs.—169, Fulham Rd., S.W.3,
 Kensington 7301. (0036)

PRESLECTOR gear boxes.—H. & A. Engineering 35,
 Grant Rd., Addiscombe 2331. (3145)

CROYDON—Donald Vince & Co., Ltd., Daimler and
 Land Rover, specialists for sale and service.—Kid-
 derminster Rd., Croydon 5775. (0689)

DAMLER and Land Rover specialists.—Large stock of
 spares for most models; specialists in spare unit
 changes, etc. for the Daimler drive, valve series.—
 Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199
 and 6555-5. (0960)

DELAKE De/70 d/h coupe, mechanically perfect,
 radio, for camp, new tyres, battery, heater, etc.
 open any survey: £700 or offer.—Southend 2369. (4998)

DELAKE Spares and Service
SELBORNE (MAYFAIR), Ltd., Delake world concess-
 ionaries.—Rapid engine and body repairs, parts
 stocked.—32 Park St., W.1. (0659)

DELAKE
SELBORNE (MAYFAIR), Ltd., world distributors for
 S. Delake cars offer new 1952 model British built
 sedans four-door coupe, delivery 5 to 4 weeks.
 82, Park St., W.1. (1704)

DELAKE Spares and Service
SELBORNE (MAYFAIR), Ltd., world concess-
 ionaries.—Rapid engine and body repairs, parts
 stocked.—32 Park St., W.1. (0660)

DELAKE
SELBORNE (MAYFAIR), Ltd., world distributors for
 S. Delake cars offer new 1952 model British built
 sedans four-door coupe, delivery 5 to 4 weeks.
 82, Park St., W.1. (1704)

DELAKE
SELBORNE (MAYFAIR), Ltd., world concess-
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 stocked.—32 Park St., W.1. (0660)

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MAYFAIR GARAGES, Ltd., invite you to inspect the
 finest selection of reconditioned and used Fiat cars
 in the country (perhaps in the world): 500, 1,000 and
 1,500 cc. for immediate delivery, below.

MAYFAIR GARAGES, Ltd.—Price £245 to £255, all
 with 3 months' guarantee; descriptive literature
 and price lists on request, below.

MAYFAIR GARAGES, Ltd.—Staff of skilled British
 and Italian mechanics handle over 1,000 Fiat jobs
 annually; your satisfaction assured below.

MAYFAIR GARAGES, Ltd., Balldown St., (Opp. 81-
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 Open 9-5. Sat. 9-12. (4278)

FIAT 500, first registered June, 1946, special open
 sports 2-seater, body as new, mechanical fully com-
 plet, good tyres very attractive; £295.—Frod Gwy, 129,
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1938 Fiat 500, completely overhauled, with recon-
 ditioned engine and gear box, new starter,
 distributor, battery and hood, 4 new tyres, reconditioned
 blue bonnet, 3-spoke wheels, 25. Woodland Grove,
 Weirbridge, Tel. Weir 2628. (1467)

1939 (February) Fiat 1100 pillarless saloon, black
 with beige leather, mechanically faultless
 after 625 overhaul in July last October, including re-
 conditioned engine, new races in gear box, new prop.
 shaft, starter and dynamo overhauled, new spring set
 and rebuffed tyres as new, taxed to end of quarter;
 £425 with 3 months' written guarantee; terms and ex-
 changes.—C.N.K. Motors, 555, Finchley Rd., N.4.
 Hampstead 5532. (14673)

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PERRY'S OF HARROW
HAVE an excellent selection of post-war 3-litre saloons
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PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, World-
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PRIDE & CLARKE, Ltd.
1949 Ford Anglia saloons, one owner, low mileage;
 choice of eight from £275.

1948 Ford Anglia saloons, one owner; choice of two
 from £235.

1946—1947 Ford Anglia saloons; choice of three
 from £215.

MANY others; three months' guarantee; terms, ex-
 changes, etc.

PRIDE & CLARKE, Ltd., Stockwell Rd., S.W.9. Brax-
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B. J. HUNTER, Ltd., offer:—
1946 Ford 6 saloon, carefully used; £450.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)
625—Ford Anglia, February, 1949, 8hp saloon, black, loose covers, one careful owner, 19,050 miles, original spare wheels, exceptional condition; terms, exchanges—Rowland Smith, below.
475—Ford Anglia, July, 1947, 8hp saloon, black, one owner, reconditioned engine, excellent condition; choice of 8 Anglias; terms, exchanges—Rowland Smith, below.
295—Ford 8, July, 1939, de luxe saloon, dark blue, very good condition; terms, exchanges—Rowland Smith, below.
265—Ford 8, 1936 model, saloon, black, good condition; terms, exchanges: list, open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (4609)

1949 Ford Anglia, beige with brown upholstery, 23,000 miles, very carefully used; 6445—Lawson Pignot Motors, Ltd. (Vauxhall Dealers), 184-6 East Barnet Rd., New Barnet, Barnet 2355. (4352)

1939 model Ford 8 de luxe saloon, two previous owners, recent engine, starter, clutch, carburetor, battery, fitted transversal stabilisers which give excellent cornering, tyres good, appearance outstanding, shocks, levers and runs like post-war car; £360—Please write McConnell, Sadoack's, Eton Wick, Windsor. (5004)

Ford Eight Car Wanted
 A 8 new, post-war Ford required—30, Ryecroft Rd. A 8 W. Tulse Hill 1288 (day). (0726)

CASH buyers of low mileage Ford 8s; distance no object.—Hartons, Lord St., Southampton. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD (10 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Prefect saloon, colour beige with leather upholstery, a perfect car in every way, 6,500 miles; £680.

1949 Ford Prefect saloon, colour green with brown leather upholstery, bodywork unmarked mechanically, perfect, 6,000 miles; £625.

1950 Ford Prefect saloon, colour green with leather upholstery, fitted radio, link-mech, excellent, showroom condition, 11,000 miles; £595.

1950 Ford Prefect saloon, colour green, with leather upholstery, only 7,100 miles, an absolute bargain; £545.

All these cars carry the Perry Guarantee and are available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

CAR MART, Ltd.

1950 Ford Prefect saloon, 100 miles; £545—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (4821)

NEWNHAM, Ltd.

1949 Ford Prefect saloon, black, 4-door, carefully used; £725.

NEWNHAM House, 235-7, 8, Hammersmith Rd., London, W.6. Riverside 4646. (4359)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (0100)

PRIDE & CLARKE, Ltd.

1950 Ford Prefect saloons, leather upholstery, one owner, all low mileage; choice of five from £775.

1949 Ford Prefect saloons, black, brown leather, one owner, all low mileage; choice of three from £755.

1948 Ford Prefect saloon, black, green leather; £675.

1947 Ford Prefect saloons; choice of three from £479.

MANY others; three months' guaranteed terms, exchanges, lists.

PRIDE & CLARKE, Ltd., Stockwell Rd., S.W.9. Brixton 6251. (4603)

ALLAN TAYLOR MOTORS, Ltd., offer:—

1949 Prefects from £775 to £815.

1950 Prefects from £865 to £935.

HIGH ST., Wandsworth, S.W.18. Tel. Vandike 4355.

W. J. BROWN, Ltd., Used Ford Specialists.

1949 (June) Ford Prefect saloon, beige, red leather upholstery, 16,000 miles; £745.

1947 (June) Ford Prefect saloon, black, brown leather upholstery; £625.

1946 (Dec.) Ford Prefect saloon, black, brown leather upholstery; £575.

W. J. BROWN, Ltd., Main Ford Dealers.

339 Finchley Rd., N.W.5. *Hampstead 4414. (4374)

1947 Ford Prefect sal., 25,000 miles, black, grey, ex. cond.; £580.

TICKFORD, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3538. (4800)

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors.

W We always have a good selection of Ford Prefects which have been through our works and overhauled mechanically and bodily and which are therefore far above average condition; exchanges and terms—Ford House, New Rd., Dagenham, Essex. Rainham 770 (6 lines). (2899)

1948 Ford Prefect saloon, black with leather interior; £750.

1949 Ford Prefect saloon, grey with cloth upholstery; £795.

FERRIER & CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gia. 2234. (3698)

1950 (Aug.) Prefect, beige; £775.—Senior, Inwood Rd. Park, Hounslow, Houn. 1968. (4452)

1939 Ford Prefect, touring, splendid running order; £535.—The Chase, S.W.4. Maresfield 1265. (4475)

1939 Ford Prefect, leather upholstery, reconditioned engine, 19,000 miles; £545.—The Chase, S.W.4. Maresfield 1265. (4475)

MADALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5973. (4662)

1950 (Nov.—1949) Prefect, black, carefully used and serviced; £750.—Campbell Symonds, Wembley 6202. (4715)

£325—Reg. 1941 Ford 10 Prefect 4-seater, touring, grey, good weather equipment, clean condition, bargain. (4165)

£385—1940 Prefect 4-door saloon, clean condition, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (4396)

1949 (November) Ford Prefect, black, one owner, 28,000 miles, excellent condition throughout; £750.—Box 6232. (4165)

1948 Ford Prefect saloon, beige with red leather upholstery, 19,000 miles; £545.—The Chase, S.W.4. Maresfield 1265. (4475)

1950 (December) Ford Prefect, green, 4,000, perfect condition, one owner; £590.—Rowland Smith, Eton Wick 3260. (4596)

1950 (Sept.) Ford Prefect, leather, immaculate, Ford maintained since new; £795.—Tel. Wellington 3167. (4770)

1950 Ford Prefect saloon, black leather, mileage 7,000.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0921-2. (4624)

1950 (Nov.) Prefect, 5,700 miles, green, brown leather, unmarked; £675.—Kemp, Bankside, Wandsworth 82. (4662)

1938 Ford 10 2-door saloon, leather upholstery, excellent condition; £310.—Brooks & Motors, 140, High Rd., Uxbridge. Tel. 140. (4045)

695—Ford 10, Sept., 1951, saloon, black, very good condition; terms, exchanges; list, open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (4611)

A RTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Mayfair 8445. (4662)

1946-50 Ford Prefect saloons, low mileage, all guaranteed. (10579)

1936 Ford 10, respaved, excellent condition throughout, good tyres; £435.—Thames Motors, Ltd., 117, London Rd., Kinson, Surrey. (1301)

1950 Ford Prefect, 6,000 miles, genuinely like new; £795; exchanges, deferred terms.—Truscott, Ltd., 173, Westbourne Grove, W.1. B.V. 4276. (4506)

1946 Ford 10 saloon, one owner only, reconditioned engine; £595; terms, exchanges.—Winham Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. (4609)

1946 (Nov.) Ford Prefect saloon, black, brown hide, 23,000 (4,000 since reconditioned engine), new tyres and battery, recently recoloured; £609.—Fairlane 845. (4609)

1947 (March) Ford Prefect saloon, black, brown leather, exceptional condition; £565.—Vandervell's (Buyers of Good Used Cars), 215, Leadenhall St., N.W.3. Primrose 4441. (4731)

1950 Ford Prefect, beige, red leather, one owner, superb, £800; exchanges, hire purchase.—B. & H. Motors, 144-8, High Rd., Whitestone (Finchley) London, N.20. Tel. Hillside 6571-2. (4357)

1948 Ford Prefect, hide upholstery, heater, original owner, 11,000 miles only; £625; terms, exchanges.—H. Rose, The Lorch Garage, Uxbridge, Middx. Tel. Uxbridge 122. (4500)

1950 Ford 10hp 5-6-seater dual purpose utility, beautiful condition throughout, low mileage; £675; weekly or monthly payments could be arranged, all letters answered.—Box 6303. (4649)

1948 model Ford Prefect, black, red leather, one owner, new reconditioned engine; £435; exchanges, hire purchase.—B. & H. Motors, 144-8, High Rd., Whitestone (Finchley) London, N.20. Tel. Hillside 6571-2. (4540)

1948 (July) Ford Prefect de luxe saloon, black, with grey interior, fitted with special Blue-met spring steering wheel, gear lever, clutch and air cleaner and silencer, engine just reconditioned an extremely smart car; £725.—R. S. W. 15, Upper Richmond Rd., East Putney, R. S. W. 15. Tel. 4561. (9009)

TANKARD & SMITH, Ltd., offer 1948 Ford Prefect 1 saloon in black with leather, speedometer reading 20,000 miles, which is believed genuine, unmarked condition; £695; three months' written guarantee, also 200 guaranteed used cars of all makes. Below.

TANKARD & SMITH, Ltd., offer 1949 Ford Prefect 1 saloon in attractive, plain green with leather upholstery, very carefully used and serviced by ourselves, showroom condition throughout; £765; three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 136, Kings Rd., S.W. (Tel. Faxman 4801-5. (4668)

Rowland Smith's, the Ford 8 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0955)

MUSTON MOTOR CO., Ltd., for your Ford 10. Tel. 810. Seven Sisters Rd., Tottenham W.15. (4662)

CASH buyers of low mileage Ford 10s; distance no object.—Hartons, Lord St., Southampton. Tel. 2268.

A 8 new, post-war Ford 10 required.—Fortune, 5, Brue Court, Kingston Hill, Surrey. Tulse Hill 2768 (day). (0726)

A 1900 new Ford 10 required; cash payment.—Morley, 84, Streatham Hill, S.W.2. Tulse Hill 1055. (0855)

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 8 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (0955)

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A 1900 new Ford 10 required; cash payment.—Morley, 84, Streatham Hill, S.W.2. Tulse Hill 1055. (0855)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Prefect saloon, choice of two cars, both low mileage and in first class condition.

All these cars carry the Perry Guarantee and are available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (3974)

J. DAVY offers:—

FORD Pilot 1950 (May), green/beige hide, radio, heater, 7,000 miles only; £1,150.

FORD Pilot, 1950, November, blue/blue hide, heater, 5,000 miles only; £1,150.

FORD Pilot, 1949 model, green/beige hide, radio, heater; £925.

180—1952, Kensington High St., W.8. Western 6641. (3396)

NEWNHAM, Ltd.

1950 Ford Pilot saloon, black with beige, radio, 6,000 miles, exceptional condition.

NEIGHAM House, 235-7, 8, Hammersmith Rd., London, W.6. Riverside 4646. (4359)

H. A. SAUNDERS, Ltd.

1950 Ford Pilot, 12,000 miles; £1,075.—Radlett, Hert. Tel. Radlett 6167 and 5649. (3719)

GUY ALFREDE & Co. offer:—

1950 Ford Pilot, loose covers, radio, heater, exceptional—6-7, W.1. Euston 1212. (4240)

PHILIP RICKARDS, Ltd., offer:—

1950 Ford Pilot, black, 11,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4705. (3909)

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot saloon, green, brown leather, radio and heater, 10,000 miles; £1,150.

1950 Ford Pilot saloon, black, brown leather, radio and heater, 10,000 miles; £1,150.

WARWICK WRIGHT, Ltd., 7, New Bond St., W.1. Mayfair 9761. (7449)

JOE THOMPSON (MOTORS), Ltd., offer:—

A MERICAN Ford V.8, registered 1949, 4-door saloon, colour black, l.h.d.; £795.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., Kensington (next to Michellins), Ken. 4656. (5755)

SIMPSON'S MOTORS (Tel. Wembley 8601 or 3903), offer:—

1950 Ford Pilot with radio and heater, in immaculate condition.—Simpsons Motors (Wembley), Ltd. (4544)

SIMPSON'S MOTORS (Tel. Wembley 8601 or 3903), offer:—

1949 Ford Customs. (Full list as "American Cars.")—Simpsons' Motors (Wembley), Ltd. (1362)

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot, 11,000 miles; £1,075.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6811. (3737)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

HARPER.—Modern Ford V.8/30hp, seating six, adjustable wiper table, desirable condition; £695.

A LPS & SAUNDERS (100-1100) Providence Court, North Audley St., Mayfair-2941. (4294)

CENTRAL GARAGE (CROYDON) offer: 1949 Ford Pilot, black, perfect condition.—Central Garage, Croydon 7454. (3757)

BUTONS, Ltd., offer Ford V.8 saloon, 1937, 50hp, excellent condition; £290—13-14, Octon Mews, Emperors Gate, S.W.7. Western 1242. (4055)

1950 (Nov.) Ford Pilot saloon, blue, blue leather, immaculate condition, property of managing director, low mileage; £1,075.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Junction, Elmbridge 4883. (4675)

1950 (September) Pilot, blue leather, heater, radio, 10,000 miles; £695.—Jacobs, 4, Westway, Hoar, N. Plymouth. Plymouth 2080. (4470)

1939 Ford V.8 2-door saloon, reconditioned engine, unreplaceable offer; £295.—A. Z. Motors, Palmerton Rd., N.W.6. Mai. 4723. (4552)

CAMDEN MOTORS.—Ford V.8, 22hp, 6-seater touring car saloon 1937, a fast powerful but most economical car, runs beautifully well, take us anywhere; £295.

CAMDEN MOTORS.—Ford V.8, 30hp, 6-seater saloon, March, 1939, black, with leather interior, sound runner, absolute gift at £345.

CAMDEN MOTORS.—Ford V.8, 30hp, special 6-seater car saloon 1940, with the very attractive streamlined bodywork, rear change on steering column, built-in heater, windshield, demister, rainbrushers and other features like post-war model, particularly nice car, another unreplaceable bargain at £375.

C owner, fastidiously maintained and chauffeur driven, immaculate black with blue leather interior, radio and heater, negligible mileage; £995.

CAMDEN MOTORS Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2841 (6 lines) writes post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase and exchanges; terms, delivery anywhere in the United Kingdom; fares reduced to purchasers from any part of the country; showroom open till 7 p.m. Monday-Saturday. (4550)

1950 (July) Ford Pilot, guaranteed 12,000 miles, black, brown hide upholstery, heater, radio, absolutely indistinguishable from new, regularly serviced, outstanding value; £1,150.

JOHN WILSON AUTO, Ltd., Bambersted Rd., South J. Croydon. Bambersted 4560. (3581)

1950 (Nov.) Ford Pilot saloon, green, with beige leather, radio and heater, guaranteed 11,000 miles looks 5,000 miles; as new; £1,035.—Christon Sports Cars (Chesham), Ltd., Lyndhurst Rd., Chesham, Bucks. Tel. 1681. (4519)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

2995 ens.—Ford V.8 Max. 1939, 22hp, 4-door saloon, black blue leather, carefully used, excellent condition, terms: exchange, 1000, open 3-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead) Tel. 4661-4662.

1937 Ford coupe, black, 30hp, superb condition, 12-24 m.p.g., fur new tyres, new battery, two Motex lamps, interior and exterior as if a new car; 12-24 m.p.g., 1000, open 3-7 weekdays and Saturdays.—Oppenheimer Rd. Hinch. Es. (taxed and insured), 1930 open over £250.

1950 ens.—1938 Ford Pilot saloon, mileage guaranteed, at 14,800, one owner, finished attractive pale green with brown leather upholstery, built-in radio heater, spare wheel, two wing mirrors, leased December, the whole car in immaculate condition, trade enquiries: welcomed, price £1,145.

MOTORISTS (LONDON), Ltd., Great North Rd., 7 Finchley Way on W 2, 2501-2 1939
£395 ens.—immaculate condition, guaranteed first-class mechanical order, all good tyres, sound battery, nearly new hood, undoubtedly a specimen in its class; terms: £145 down; also 1937 at £355.—Traynor Motors of East Ham, Grange Road 2530-2534.

FORD V.8 Cars Wanted
A new, most, w. Ford V.8 required, 23 Broadway Court W 8, Tel. Hm 1208 (day).

PILOT saloon, 1948/50, wanted: please telephone details.—Turner, Palmers Green 7955.

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Ford V.8 (1937 onwards).—Wembley 6061/6063.

UTILITY—FORD OR OTHER BODIES

1937 Ford V.8 utility: choice of 30hp and 32hp from £300.

DICKIE CAR SHED, 145, 385-401, High Rd., Kilburn, Maida Vale 688-8.

£695 ens.—1949 Ford 10hp Martin Walter Utilecon, genuine low mileage model, most carefully used and in immaculate condition.

JAMISON MOTORS, Ltd., Lucas St., Leighton Buzzard, Beds. Tel. 5041 (5 Lines).—Write for post-free catalogue of nearly 500 cars, hire purchase, part exchanges; free delivery; showrooms open till 7 p.m.

FORD Mercury utility (first reg. 1948), in excellent condition; £595.—Jacquelin, Ltd. 225-7, Hammer-smith Rd., W. 6, Riverside 9877-8.

495 ens.—Ford 6, June, 1947, 4-door, 5-seater utility, coachbuilt varnished timber body, glass all round, renewable rear seat, drop tailboard, carefully used, excellent condition, terms: exchange.—Rowland Smith, below.

225 ens.—Ford V.8, July 1948, 30hp G1A, 4-door, drop tail-board, good condition; terms: exchange; also open 3-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hamstead 6041.

Ford Utility Cars Wanted
Ford 6, 10 and 50hp utilities wanted from 1938 onwards.

GEORGE HEWMAN & Co., 360, Euston Rd., London, N.W.1, 1930-1948.

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube) Hamstead 6041.

FORD MISCELLANEOUS

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Anglia saloon, black with brown upholstery, 12,000 miles, £735.

1950 Ford Prefect saloon, beige with brown upholstery, 70 miles, £985.

836 ens.—1948, High Rd., N.12, Hillside 0084.

1947 Ford Prefect saloon, £635, Also.

1946 (Dec.) Ford 8 saloon, excellent mechanical condition, one owner since new, £625. Also, Ford V.8 30hp 7-seater utility; terms: exchange; £475.

GEORGE HEWMAN & Co., 360, Euston Rd., N.W.1, E. Euston 4468.

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 500 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3, Tel. Fins. 4601-3.

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

W. HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.

FORDS wanted—Smith's, 88, Chalk Farm Rd., N.W.1, Chalk 2767.

FORD 8 or 10hp, in good condition wanted.—Tel. Valentine 2091.

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-0, King St., W. 6, Riv. 5065.

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham recommissioned engines, 8, 10, and 30hp always available from stock.

219 ens.—221, Balham High Rd., S.W.17, Tel. Balham 4401. Also at.

FORD Rd., Folkestone 5122.

FORD 8 popular front wings: £11 a pair, rear £6 a pair.—Brooks Cars, 94, Queens Rd., Brighton 1053.

Ford Spares and Service

ALAN TAYLOR (MOTORS), Ltd.

11 High St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines).

FRANK O. GATES, Ltd., High Rd., Woodford Green (Tel. Wandsworth 2333), main Ford dealers, spares and all spares.

OLARDE MOTORS, Ltd., 43-45, Acce Lane, London, E.C.W.2 (Britton 6411), main Ford dealers, spares and all spares.

FORD 8/10hp—In stock ready, C.W. and plain, wheels and race, winch, motor, gear boxes, engines, etc.; state year when enquiring.—Hendon 7600-6, Triamco, Aerodrome Rd., Hendon, N.W.4.

Fraser Nash Cars Wanted

ROWLAND SMITH'S, the Fraser Nash buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

FRASER NASH—B.M.W.

PERFORMANCE CARS good section always available, written guarantee, free delivery.

BARTLETT—Fraser Nash—B.M.W. 1939 327-55, also 327/30 coupe, 327/35 saloon and 326 cabriolet de luxe.—27A, Penbridge Villas, W.11

FRASER NASH—B.M.W., 14-16, Little cabinet full 4-seater, red upholstery, new battery, extremely recommended; in exceptional condition; £345.

DRICKER, Ltd., 204, Ballards Lane, N.3, Finchley 2920 & 7020.

£395 ens.—Fraser Nash—B.M.W. type 45 saloon, 1939, recollapsible blue, blue leather, re-chromed, new overalls, new battery, extremely recommended; total mileage 40,000.—Derbyshire, 159, London Rd., Kingston 5621-2.

545 ens.—Fraser Nash—B.M.W. 1939, 2-litre type 326, 4-door sports, stainless steel, 12,000 miles, leather, 1939, good tyre, very good condition; terms: exchange; 1000, open 3-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hamstead 6041.

Fraser Nash—B.M.W. Cars Wanted
Rowland Smith's, the Fraser Nash—B.M.W. buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

BARTLETT, we are very interested buyers of all Fraser Nash—B.M.W. models.—27A, Penbridge Villas, W.11, Baywater 0523.

BROOKLANDS, HEALEY

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

1951 Healey Tickford saloon, grey, speedometer.

1950 Healey Silverstone sports 2-litre.

1949 Healey Elliott saloon, metallic grey.

BUY or sell your car at

103, New Bond St., London, W.1, Mayfair 8351-5.

CUY SALMON AUTOMOBILES, Ltd., offer:—

1951 Healey Abbott drop head coupe, 8,000 miles, latest type twin speaker, H.M.V. radio, stainless example, B.M.W.A. consent, subject to balance of covenant; £2,150.—Portsmouth Rd., Thames Ditton, Amberbrook 5581-3.

1950 Healey 1948 Healey saloon, 16,000 miles, for E. 1950 low-mileage A50 electric hand coupe.—Details Box 6323

1950 (June) Healey standard 4-seater roadster, 12,000 miles, one owner, as new; £1,450 or exchange.—Box 6284, or Uplands 4617 after 7 p.m.

BARTLETT—Healey 1950 late type Silverstone, 11,000 miles, one owner, exceptional value; Healey Duncan drop head coupe, £1,150.—27A, Penbridge Villas, W.11

ROSE & YOUNG, Ltd., offer 1950 Healey Silverstone 2-seater, low mileage, exceptional condition, very best; £1,025.—65-69, Starnfield Ave., Stratham Hill, S.W.2, (1 minute Stratham Hill Station), Tel. Hm 6494.

1949 Healey 2-door Elliott saloon, finished pale blue, mileage 21,000, whole car indistinguishable from new and beautifully kept, cost new £2,750, now trial; bargain, £1,500.—Sass Ward's, Trinity Sq., Notting-ham, Tel. 4231-2.

Healey Cars Wanted
HEALEY in good condition wanted.—Tel. Valentine 2091.

BARTLETT—Healey saloon, drop head or tourer, urgently required.—27A, Penbridge Villas, W.11, Baywater 0523.

HILLMAN 10

DICKIE

1946 Hillman Minx saloon, engine overhauled; 8,000 miles.

DICKIE CAR SHED, 145, 385-401, High Rd., Kilburn, Maida Vale 688-8.

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, radio, 4,000 miles; £1,085.

1950 Hillman Minx Phase IV drop head coupe, 8,000 miles; £1,075.—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3434.

H. A. SAUNDERS, Ltd.

1950 Hillman Minx, 20,000 miles—Radlett, Herts. Tel. Radlett 6181 and 5049.

B. J. BUNTER, Ltd., offer:

1950 Hillman Mark IV saloon, fitted radio, low mileage; £925; choice of 12.

1950 Hillman Mark IV saloon, 12,000 miles, fitted radio, low mileage; £925; choice of 12.

B. N. W. 2, Tel. Gladstone 6303.

RAYMOND WAT. HILLMAN 10

RAYMOND WAT. of Kilburn.

RAYMOND WAT., the hire-purchase specialists.

1947 Hillman 10 saloon, registered 1951, £10 tax, colour attractive blue with grey cloth upholstery, very sound mechanically, carefully maintained from new; £629a.

1935 Hillman 10hp de luxe saloon, resprayed green engine and gear box overhauled, reliable and economical; 1959p.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- 1937** Hillman Minx, reconditioned engine, 7,000 miles, new pine, brake shoes, overhauled, body, upholstery, very good; £295.—Box 6254.
- 1949** Hillman Minx saloon, black with fawn leather, carefully maintained; £265.—Stratford, Leic., 40, Berkeley St., W.1. (Mayfair 4401).
- 1947** model Hillman Minx 10hp saloon, low mileage, excellent throughout, including tyres; £275.—348, King St., Hammermill, Riv. 2857-5.
- 1949** Hillman Minx, black, loose covers, moderate mileage; £245; trade enquiries welcomed.—C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0811-2.
- 1950** owner, in faultless condition throughout; £1,075.—Brooklands, 9, Weymouth St., W.1. Lan. 5126.
- 1947** Hillman Minx de Luxe saloon, blue with blue upholstery, in good condition; £365.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127.
- 1949** Hillman Minx, beige, immaculate, guaranteed; £275.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.
- 1939** Hillman Minx drop head foursome coupe, black with red leather, nice condition; £395.—Dixon's Garage, 134, W.1. Putney, S.W.15. Putney 0596.
- 1939** Hillman Minx drop head coupe, guaranteed; £275; 1939 Minx saloon, guaranteed; £340; payments—Oulton, 368, Kensington High St., W.1. Western 0631.
- 1948** Minx, July, Phase II, 18,700 miles, one owner, new tyres, battery, extras, immaculate; £275 or part exchange Tringford, Rowditch, Chiswick 7009.
- 1948** Hillman Minx Phase II saloon, grey, 20,000 miles; £295.—Vanderweide (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4411.
- 1947** (first registered December 1946) Hillman Minx de Luxe saloon, excellent condition; £395.—Fred Cox, 198, King St., Hammermill, Riverside 5131.
- 1942** Hillman Minx saloon, resprayed black, brown hide interior, retrimmed new mats and seat, and looks and runs well; 1947 car; £405.
- MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, Battersea 5373.
- 1950** Hillman Minx saloon Phase IV, 11,000 miles, colour black, brown leather; £390.—H. S. Mead (Sales), 42, Queen St., Maidenhead, Maidenhead 2437-2.
- £795**—1948 Hillman Minx 10hp de Luxe saloon, genuine 15,000 miles only, absolutely spotless and as new, only used 3 months; guarantee; hire purchase, exchanges.
- LAMES OF WOOD GREEN**, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221.
- 1948** Phase II Hillman Minx drop head coupe, one owner, email mileage, in perfect condition; £390.—W. J. Coles, Ltd., Agincourt Station, South Croydon, Tel. Croydon 0074.
- HILLMAN** Minx saloon, unregistered, overhauled, reconditioned, three months' guarantee; £335; terms, exchanges.—Williams Motors, Ltd., 18, Balham, S.W.12. Battersea 3260-3769.
- £850**—July 1949 Mark III Minx saloon, beautiful condition, seat covers, radio, etc., maintained solely by distributors and over 1,500 miles, date, etc., available, exceptional offer.
- CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchanges, free delivery. Showrooms open till 7 p.m.
- ARCHIE SIMONS & Co.**, Ltd., 1946 Hillman Minx saloon, colour black, leather upholstery throughout, very attractive and economical car in every way; £275.—94, Old Portland St., W.1. Lan. 1342.
- 1946** Hillman Minx saloon, black, red wheels, excellent condition throughout; also 1946 Hillman Minx drop head coupe, brown, wirewheels, etc.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146.
- 695** gus—Hillman Minx, 1948 series, 10hp Phase II foursome drop head coupe, black, fawn leather, heater, one owner, excellent condition; terms, exchanges; list: open 7-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6381.
- 1949** (Feb.) Hillman Minx Ph. III saloon, finished attractive pale green, grey cloth, leather trim, mileage 18,000, one private, bedrock finish, Lucas defrosters, spot lamp, tyres good all round, excellent mechanical order; really immaculate throughout. Trade enquiries welcomed. Price £275.
- MOTOCURISTS (LONDON)**, Ltd., Great North Rd., F. Finchley Station, N.2. Road 2301-3.
- HILLMAN** Minx Phase II drop head coupe, first registered October 1950, carefully driven and maintained by one fastidious owner for 5,000 miles only; absolutely immaculate and without blemish, smartly finished in green with brown interior and fitted with all latest modifications; exchanges and hire purchase welcomed.—Cox's Motors, Ltd., Condit St., Leicester. Tel. 60319.
- 1938** Hillman 11 saloon, immaculate, unregistered, guaranteed; £315; payments—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519.
- 49000** miles, 1936 Hillman 14 de Luxe saloon, excellent condition, immaculate bedrock inside and out almost as new, two owners; £420, or near offer.—Tel. St. Albans 5371.
- 1938** Hillman 20 limousine, easy clean wheels, etc., finished black, body car.
- WILKINSON GARAGE**, 618, Wilbraham Rd., Chorlton-on-Medley, Manchester, 21, Chas. 1012. After hours, Sale 1154.
- 1935** Hillman 21hp 7-seater limousine, leather, fawn, forward, in really exceptional condition throughout; £385.—Jacquier, Ltd., 225-7, Hammermill Rd., W.6. Riverside 6077-8.
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- Hudson Spares and Service**
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- 103** New Bond St., London, W.1. Mayfair 5351-6.
- CAR MART**, Ltd.
- 1949** Humber Hawk saloon, radio, heater, 7,000 miles; £1,375.
- 1949** Humber Super Snipe saloon, heater, 12,000 miles; £1,225.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.
- NEWNHAMS, Ltd.**
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- NEWNHAM** House, 325-7-9, Hammermill Rd., London, W.6. Riverside 4646.
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- 1940** Number 16 4-door saloon de Luxe, one owner from new, a carefully used car in above average condition throughout; £395; guaranteed for 3 months; terms and exchanges.
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- B. J. HUNTER**, Ltd., offer—
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1950 Humber Hawk 16hp saloon, bronze, red leather, 1,700 miles.
1950 Humber Super Snipe 27hp saloon, green, fawn leather, 8,000 miles.
1950 Humber Hawk 16hp saloon, bronze, red leather, heater, 8,000 miles.
1950 Humber Imperial 27hp saloon, black, beige leather, radio and heater, 15,000 miles.
1949 Humber Pullman limousine, black, leather and cloth upholstery, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
 Mayfair 9781. (1952)

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- 2000** miles, as new, Humber Super Snipe 1951 model, £2,050.—Furthorston Rd., Thames Ditton, Esherbrook 5551-2-3. (1402)
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Kd. Deesbury, Tel. 653. (1406)
1951 (Nov.) Humber Super Snipe saloon, 3,900 miles.—Ernest Sutton, Tel. Regate 4 (trade only). (1407)

1951 model Humber Super Snipe 16hp saloon, private owner, heater, 15,000 miles; £1,500.—Tel. Goodford 2885. (1408)

1950 (October) Mk. IV Hawk, 3,000 miles, all extras, as new.—A. Gray & Co., Ltd., Guildford 2885. (1409)

1947 Super Snipe, grey; £775.—Foster & Richards, Kensington 4175 or write 68, Finsdon Gate, Mews, S.W.7. (1409)

£125.—Humber 24hp saloon, registered 1950, good running order, bargain.—J. Redcliffe, Rd. Croxson 1503. (1403)

1949 Humber Super Snipe saloon, black, £1,335.—C. A. Polo, Ltd., 45, North Audley St., W.1. Mayfair 5051. (1416)

1947 Humber Hawk saloon, black with fawn upholstery, fitted radio, low mileage, in beautiful condition; £775. (1416)

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 440. (1416)

1946 Humber Hawk saloon, one owner, very exceptional condition.—Colin Haines, Ltd., 50, Bourdon St., W.4. Mayfair 2436. (1416)

2000 miles.—1950 Humber Hawk Mk IV saloon, British & Colonial Motors, Upper St. Martin's Lane, W.C.2. Tem. 3508. (1419)

1948 Humber Hawk saloon, black, excellent condition; £850.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 4371. (1950)

1949 Humber Hawk saloon, black with brown leather, very carefully maintained; £1,075.—Stratford, Ltd., 40, Berkeley St., W.1. (Mayfair 4604). (1403)

£185.—1936 Humber Super Snipe de luxe saloon, clean condition, an excellent offer to the small hire man.—Gray Motors, 160-184, West End Lane, N.W.6. Hampstead 4580. (1402)

1950 (Nov.) Humber Super Snipe, mileage 2,000, in absolutely new condition, grey, with new leather, genuine and unblemished car, private owner; £1,750.—Box 6346. (1505)

1948 Hawk saloon, grey, 27,000 miles, H.M.V. built-in radio, all new tyres, manual choke, accelerator, excellent condition; £255.—55, Epsom Road, Fleetwood, Tel. 446. (1413)

1950 Humber Pullman limousine, leather throughout, 7,000 miles; £1,975.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Euston 5229 (5 lines). (1410)

1951 (Oct., '50) Humber Super Snipe saloon, black, perfect condition, heater and radio, 14,000 miles; £1,600 or offer.—Write P. Mannion, 11, Chantry Close, Kenton, Middx. (1407)

1950 Humber Super Snipe 16hp convertible, black leather, leather upholstery, immaculate condition, every extra, small mileage.—Oliver, 2, Chaucer Rd., Cambridge, Tel. 56942. (1413)

£475.—1936 27hp Humber Pullman 7-seater, enclosed coach, in steel grey with grey leather upholstery, one previous owner, car generally in excellent condition throughout.—P. H. W. Motors, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 9977. (1404)

1950 Humber Super Snipe saloon, first registered 28,100 miles, in steel grey with grey leather upholstery, one previous owner, car generally in excellent condition throughout.—P. H. W. Motors, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 9977. (1404)

1946 Snipe 17hp black saloon, one owner since new, set corners, new Dunlop Sports, lower looking car, very economical; £650.—Berry, O.N.R. Hotel, Knebworth, Tel. 3167. (1408)

1946 27hp Humber Pullman limousine, black, loose covers, heater, chauffeur driven, regular service, 1946-1951, 15,000 miles, W.1. or T.1. Mansion House 2141. (1412)

HUMBER Hawk de luxe, 1948, September, metallic chrome grey, all extras, heater, desirable, etc. one careful owner, condition literally as new, 15,000 miles; £1,050.—E.F.H. Motors, Kingston By-pass, Baber, Surrey. 1258

£325.—1937 Humber 12 drop head four-seater coupe, grey, blue leather interior, exceptional condition throughout, good hood, excellent runner.—Gray Motors, 160-184 West End Lane, N.W.6. Hampstead 4490. (1376)

£25.—1940 Humber 16hp 4-door sun saloon, first registered 1940, reconditioned engine August 1949, exceptional condition, £180 deposit.—George C. W. Motors, Ltd., 270, Bruton Hill, S.W.2. Tulse Hill 3211. (1409)

1950 (May) Humber Hawk saloon, in green with brown leather, radio and heater, one owner, guaranteed 15,000 miles, as new; £1,225.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1691. (1415)

1949 Humber Pullman limousine, first registered 2/9/49, face-forward, optional wheels, finished black exterior and upholstered in brown hide to interior throughout, mileage approximately 12,000, chauffeur driven, an immaculate car, open to any inspection and trial. (1410)

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1948 Jaguar 3½-litre drop head coupe, radio, heater, 16,000 miles; £1,395.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (1411)

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1950 Jaguar Mark V 3½-litre saloon, gunmetal, 11,000 miles; £1,525.

44-45, Alderman Hill, N.15. Tel. Palmera Green 14096.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Jaguar 3½-litre saloon, excellent condition; £1,050.—Furthorston Rd., Thames Ditton, Esherbrook 5551-2-3. (1956)

D. J. SHEPHERD & CO. (KNIFIELD), Ltd.,

1950 3½-litre Mark V Jaguar, colour grey, new leather interior, small mileage, showroom condition; £2,100.—J. Shepherd & Co. (Knifield), Ltd., 435, Hertford Rd., Knifield, Bedford 1031. (1506)

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1947 Jaguar 3½-litre saloon, one titled owner, see examination report, in very good condition.

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GORDON CARS (LONDON), Ltd.—1949 Jaguar 2½-litre Mark V saloon, £1,475.
GORDON CARS (LONDON), Ltd.—1948 Jaguar 2½-litre Mark V saloon, £1,395.
GORDON CARS (LONDON), Ltd.—1948 Jaguar 2½-litre Mark V saloon, £1,395.
GORDON HOUSE, 373, Euston Rd., London, N.W.1.
P. POWELL MOTORS, Ltd., for Jaguar cars—
 R East London main agents, 351, Romford Rd., Forest Gate, E.7. Maryland 4816-5.
1939 Jaguar 2½-litre drop head four-door coupe, finished cream with maroon hood, leather upholstery, £2,495. Also 1938 saloon, £2,095.
W. LIBRARAM GARAGE, 613, Wilbraham Rd., Chorlton-on-Medley, Manchester, 21, Cho. 1012. After hours, Sale 5134.

1940 2½-litre Jaguar, in splendid condition, fitted heater, radio and other accessories; also wanted—Eastern Coach Works, Ltd., Eastern Way, Luton, Bedfordshire. (4241)

1948 (April) Jaguar 2½-litre sports saloon, once with red leather, radio, heater, Ace disc, speedo maintained accurately, 4 months guarantee. £1,175.
R. OUBINS, 95-96, Upper Richmond Rd., East Putney, S.W.15. Tel. 4551. (1664)

1950 2½-litre Jaguar Mark V saloon, H.M.V. motor, 1000 cc, 100 m.p.h., over 100,000 miles, excellent condition, £2,095.—Broadway Motors, 67, High St., Romford, Est. 0175. (141)

1949 2½-litre Mk V saloon, black/brown upholstery, recorded mileage 11,567, £1,550.—H. A. Saunders, Ltd., 144, Golden Green Rd., N.W.11. Goodwood 0011. (141)

1939 Jaguar 2½-litre saloon, black, green, blue, absolutely immaculate in every respect; 1939-40 J. W. 121, 121, Dorchester Court, Herne Bay, S.E.24. Tel. 7129. (4303)

J. ANCARSHIN—specialised sales, repair and spare parts service, large stock available.—Parsons, Ltd., 400, Denham Ave., Hydon Tel. 4030. Denham, Man. (4245)

PETER WALKER offers his green Jaguar, KX 120, specially works tuned and will be overhauled by Jaguar's before sale; private sale only.—Shobdon Court, Kinsland, Leominster, Hereford. (4303)

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon 1936, recent mechanical overhaul, very sound condition and fitted radio, headlights, etc.—special performance, £445.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1939, original black finish, brown leather excellent runner, £495.

CAMDEN MOTORS—Jaguar 1½-litre 14hp four-door coupe, 1939, practically unblemished paintwork, just fitted with new leather upholstery and fastidiously owned and maintained, £450.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1940, immaculate condition, radio, heater, demisting, headlights discs, etc., an immaculate example most spicily used, £1,195.

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1937 fitted discs, radio etc., fast and very powerful; £375.

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1939, machine overhauled, new leather interior, recent mechanical overhaul, five new tyres, £525.

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1940, immaculate condition, radio, heater, demisting, recent very expensive overhaul with bills available for inspection, fitted heater, headlights, etc., £595.

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1940, practically unblemished grey coach work with interior to match, most carefully maintained and used, £795.

CAMDEN MOTORS—Jaguar 2½-litre Mk V saloon, 1950, silver leather all exterior, immaculate condition, £1,495.

CAMDEN MOTORS—Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country; show opens till 7 p.m. Monday-Saturday.

1950 (Aug.) Jaguar Mark V 2½-litre, black, 5,000 miles, new condition, £1,595; exchanges, deferred terms.—John & Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274.

L. F. DOVE offers 1948 Jaguar 1½-litre saloon, 1940, special equipment, grey, blue upholstery, one owner, 45,000 miles only, £1,065-69, Broadway, Wimbleson S.W.19. Liberty 3456.

ROSE & YOUNG, Ltd. offer 1947 Jaguar 1½-litre saloon, once owned by Jaguar, £495.—22, St. Nicholas St., St. Nicholas, W.1. (1 minute Strandham Hill Station.)

JAGUAR Mark V for sale, same location, perfect condition, owner driven, reason for sale, new car preferred, fitted H.M.V. radio, £1,775.—Rudler, Horsham, Sussex. Tel. 44177.

1936 2½-litre S.S. Jaguar saloon, suede green, green leather radio, discs, twin horns, spot-lamps, nearly 100,000 miles, excellent condition, £375.—104, Lindenthorpe Rd., Broadstairs, Kent. (1444)

1950 Jaguar Mark V 1½-litre saloon, first registered, 1950, 6,500 miles, finished in black, with tan leather upholstery, one previous owner, fitted with heater, in immaculate condition, £1,495.

ARTHUR MULLINER, Ltd., Bridge St., Northampton, Tel. 307. (4743)

1949 perfect and in showroom condition, mechanically 10,000, price £1,590; no dealers.—Ron No. 97, Gro W.1. Smith & Son, Ltd., Colonsay, Burton, Derbyshire. (4768)

1946 black with red leather interior, engine just completely overhauled, speedometer reading 31,000 miles, excellent condition, £2,250.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tel. Tot. 4162.

495 sss-Jaguar 1939 2½-litre 4-door saloon, black, grey, sliding head, red leather, wheel discs, carefully used, excellent condition; terms, exchanges, part own 6-7 years.—J. A. Edwards, 14, Watlington, Hampstead (Hampstead Tube). Hampstead 6041.

TANKARD & SMITH, Ltd. offer 1939 Jaguar 1½-litre saloon in polychromatic blue with grey leather, mechanical condition above average, clean coachwork and interior, many extras, £255; three months' warranty, also 200 campused used cars of all makes.—190, Kings Rd., S.W.1. Tel. Finsbury 4801-5. (4224)

JAGUAR Cars Wanted
HENLYS, Ltd. (4754)

ENGLAND'S Largest Jaguar Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
GREAT West Road (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Ogilvie 4141.)
MANCHESTER—1-5, Peter St. (Blackfriars 7843.)

HENLYS, Ltd., England's Leading Motor Agents. (1028)

R. ROWLAND SMITH'S (the Jaguar buyers)—Hampstead High St. (Hampstead Tube), Ham. 9041.

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, post-war Jaguar cars, offers appreciated.—Forthampton Rd., Guildford, Tel. 62907. (1034)

SAUL & SLATTER, Ltd., 44-46, Alderman's Hill, N.13. (141)

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205-7173. (2506)

CASH immediately for good Jaguar—R. F. Edwards, 154, Oldfield St., W.1. Langham 012. (4026)

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Jaguar (1937 onwards).—Wembley 8691, 3905, 10642.

MARETTON MOTOR CO., Ltd., for your Jaguar, 104, St. Sta. 5000, Seven Sisters Rd., Tottenham, N.15. (1207)

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Huttons, Lord St., Southampton, Tel. 2268. (10794)

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—22-24, St. Nicholas St., St. Nicholas, W.1. (1 minute Strandham Hill Station.) Tel. 4441 and 8162.

Jaguar Spares and Service
HENLYS, Ltd. (4754)

ENGLAND'S Largest Jaguar Service Station.
GREAT West Rd., Brentford (Ealing 3477).

SPARES and replacement engines for all models.
AND at Manchester Cheetham Hill Rd. Denham, Tel. 6216-7. (10563)

QUICK completion of repairs.
SAUL & SLATTER, Ltd., 44-46, Alderman's Hill, N.13. (10563)

FULL stock of parts: Jaguar parts and maintenance—Service Station: Green Lane, N.15. Palmers Green 1205-7173.

PERELESS MOTORS, Ltd., main dealers for Buckinghamshire—Jaguar spares, replacement units and repair facilities.—Both Rd., Slough, Tel. 23954. (1046)

R. F. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—33, Romford Rd., Forest Gate, E.7. Maryland 4816-5.

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar L service by factory trained personnel at Puckard Hill, Great West Rd., Brentford, Middlesex, BA9 5400. (10628)

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars; Wembley Court Motors Service Station, Forty Avenue, Wembley, Arsenal 1150-5. (10718)

JEOP—Willis Jeep, 10hp (over, £10 tax)—Turpin, Winchester 4509. (74211)

1950 (first reg.) Jeeps, all types, spares—Davies & Groves, 1-5, Dorset Close, N.W.1. Tel. 4845. (10619)

JEOPS—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunpowder Square, W.1. Chiswick 301. (4213)

JEOPS, right or l.h.d., range of bodywork, private or commercial.—Wick Auto, 100% Jeep Firm, Hampstead 6490.

£245—Registered 1947 Willis Jeep, fitted 245 attractive utility body, excellent runner, 1947-48, 1949-50, 1950-51, West End Lane, N.4. (4063)

METAMETS 12 Jeep conversions retain all advantages of a Jeep, ref. over of luxury sports car, 6 months guarantee, over 1000 commercial conversions.—1009, Belisle Lane, N.W.3. (10587)

ATWORK (WIMBORNE), Ltd., the principal specialists—Jeeps and trailers, long chassis, utilities, etc., all spares and exchange units.—Station Hill, Winchester, Tel. Winchester 3446. (1064)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spares, parts, home and export; all spares stock; exchange plan engine, gear box, water pump, etc.; new hoods, basket seats, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1915.

Jeeps Wanted
JEOP in good condition wanted.—Tel. Valentine 2396. (12280)

ROWLAND SMITH'S (the Jeep buyers)—Hampstead High St. (Hampstead Tube), Ham. 9041. (1064)

Jeep Spares and Service
100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Auto (see under Jeeps).
Wick Auto, 100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Auto (see under Jeeps).
Wick: expert Jeep repairs, to exchange spare phone Hampstead 9211-1041, Belisle Lane, N.W.3. (1053)

CABE'S MOTOR MART—1538 Avenue 3½-litre sports saloon, just reconditioned maroon and factory engine fitted; written guarantee.—3, Warren St., W.1. Euston 4110. (4646)

J. FERGUSON saloon, black, with blue leather, Ford-engined, 1935; bills available for £230 spent in overhauls last year; reserve 1000cc, coachwork repairs, etc.; a beautiful beautiful car with an excellent performance; £580.—Box 6183. (1875)

JOWETT
CLARKE'S OF FIBRHIGHT.

FIBRHIGHT, Surrey, remind Jowett owners that Jowett Cars, Ltd. recommend that their cars are serviced by Jowett main agents.

We are official Jowett main agents and operate a day and night service in the Watlington Aldenham and Guildford area. We regard ourselves as the Jowett centre in the south and have factory trained mechanics available qualified to deal with all Jowett models. We also have a large stock of reconditioned used Jowett cars, utilities and vans which carry over six months guarantee.

PRESENT stock includes:

1950 de luxe saloon, metallic grey, with red leather upholstery.

1950 de luxe saloon, maroon with beige leather upholstery.

1950 standard saloon, beige, with cloth upholstery.

1949 saloon, blue, with brown leather upholstery.

1949 on lease Utility, brown, with brown leather upholstery.

FULL, particulars and prices can be had on request. Our staff available on week-ends. Trade enquiries invited.

CLARKE'S OF FIBRHIGHT, Automobile Engineers, Brighton, Surrey, Brookwood 1201-1. (1032)

THE DENHAM SERVICE STATION, Ltd.
THE used Jowett enthusiasts offer:

1951 model Javelin de luxe saloon, black, brown hide upholstery, recorded mileage 14,000.

1951 H.M.V. Javelin de luxe saloon, metallic grey, red leather upholstery, recorded mileage 14,000.

1950 Javelin de luxe saloon, metallic grey, red leather upholstery, recorded mileage 12,000.

1949 Javelin de luxe saloon, maroon, red leather upholstery, recorded mileage 11,000, fitted radio.

1949 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage 11,000, fitted radio.

THE above cars can be seen and tried at our showrooms, subject to being unsold.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks., Tel. Denham 2266. (1649)

NEWNHAM Ltd.
1950 Jowett Javelin saloon, 10,000 miles, radio, beautiful condition.

NEWNHAM HOUSE, 22, Cricklewood Broadway, London, W.6. Riverside 4646. (1670)

B. J. HUNTER, Ltd. offer:

1950 Javelin saloon, excellent condition, carefully used, £1,075.

HUNTER, Ltd., 22, Cricklewood Broadway, N.W.6. Tel. Cricklewood 6803. (15905)

H. A. SAUNDERS, Ltd. offer:

1949 Jowett Javelin saloon, green with beige upholstery, heater, etc., 14,000 miles; £695.

1950 Jowett Javelin saloon, beige upholstery, heater, etc., 14,000 miles; £1,145.

1950 Jowett Javelin de luxe saloon, metallic grey with red upholstery, radio, heater, etc., 4,000 miles; £1,225.

836—High Rd. N.12. Hillside 0024. (14229)

HAROLD RADFORD & Co. Ltd.
1949 (Dec.) Jowett Javelin standard saloon, one owner, speedometer reading 12,000 miles, colour beige, with fawn cloth upholstery, in good condition.

HAROLD RADFORD & Co. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1497)

1949 Jowett Javelin, 11,000 miles, green, as new; as new.

CARD BRODS, The Bebe Garage, Bebe Square, W.1. (See under 1949.)

GORDON CARS (LONDON), Ltd.—1950 Jowett Javelin standard saloon, £1,050.

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon, £995.
GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 9611. (1733)

1949 Javelin 1½-litre saloon, one owner, low mileage, guaranteed, £895.

G. WILKIN, 14, Western Park, Kingston-on-Thames, Kent. 2541. (4194)

R. F. EDWARDS, "Limewood", Upper Bassett Ave., Southampton. Tel. Bassett 4661 & 4662. (12383)

1950 Jowett Javelin de luxe, maroon, beige leather, heater, one owner, as new; £1,150.—Odeon Motors, Ltd., Barmet 4100. (1383)

JOWETT Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 771 14 (4 lines). (1042)

1949 Javelin, 10,000 miles, radio, and Javelin, 8,365.—Kirkwood Cars, 78, Strandham Hill, S.W.2. Tulse Hill 1266. (15614)

1950 (Aug.) Javelin de luxe saloon, guaranteed leather, 33,000 miles, just completely checked by makers, latest modifications incorporated, and re-sprung with comfort with new leather heater. Best price.—John S. Truscott, Ltd., 175 Westbourne Grove, W.11. Bay. 4274. (4507)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 Jowett Javelin saloon de luxe, beige, red leather, all latest engine modifications: 2,605; terms of exchange.

R.F.G. The Jowett Pioneers, have various cars on offer; also 1959 van—Royal Forest Garage, Chingford, E.1. Silverthorn 200. (1496)

1948 Javelin de luxe saloon, grey engine just fitted, radio, heater; 2,975—Foster & Richards, Kensington 6935, or write, 64, Princess Oak Mews, S.W.7. (1490)

COOTER & GREEN, Jowett Main Agents—Javelin and Bradford spares and repairs, sales and service—Eden Park Garage, 365 Upper Elmora Road, Beckenham Kent. Tel. Beckenham 2265. (1008)

1950 beautiful Javelin de luxe saloon, indistinguishable from new condition, gun metal grey with red leather, radio and heater; 2,109—Faulstich Service Garage, London Rd., Guildford 5396. (1415)

1949 Javelin de luxe saloon, black/white leather, one owner, maintained since new at factory; inspection, competition beats new; 3 months guarantee; 2,655; also one 1948 model, fitted radio and heater in stock; 2,695.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.19. Vandor 1166. (13015)

Jowett Cars Wanted

R ROWLAND SMITH'S, the Jowett buyers—Hampstead High St. (Hampstead Tube). Nam 6041. (1099)

JOWETT in good condition wanted—Tel. Valentine 4039. (12981)

A LMOIST new Jowett required; cash payment—Morley, 51, Strathmore Hill, S.W.5. Tulse Hill House. (10052)

DENHAM SERVICE STATION, Ltd., the used Javelin enthusiasts, interested in the purchase of low-mileage late-model Javelins—Oxford Rd., Denham Bucks. Tel. Denham 2265. (13919)

MILESTONE'S (SHEVICK GARAGE), Ltd., main agents Jowett Javelin Bradford vans and trucks—ARKIST stock, stores in Southern England, immediate despatch, trade or private—Tel. Erit 2469 2528, 308, King's Road, Croy, S.W.26. (1002)

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units. Tel. 777 (4 lines). (10009)

NORTHWOOD, Middle. Tel. 777 (4 lines). (10009)

CROYDON—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares—226, 234, London Rd., Croydon, Croy, S.W.26. (10009)

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford—Barnard Lane, Harrow. Tel. 625-5. (10009)

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service—G. W. WILKIN, Ltd., 1, Weston Park, and 64, Kent St., Kingston 2241. (10009)

A V MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710—The Jowett specialists and main agents over 10 years' Jowett experience in spares and service. (10759)

LAGONDA

BROOKLANDS, LAGONDA Distributors; latest models for demonstration.

1939 Lagonda 12-cylinder Rapide coupe, function.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551/6. (16091)

COACHCRAFT offer—

1937 L.G.45 4½ Rapide saloon, above average

terms and exchange.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. (4525)

HAROLD RADFORD & Co., Ltd., (14256)

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6932 (5 lines). (10994)

S. MORRIS & Co., 29-31, Edgware Rd., London, W.3. Tel. Pad. 3075, offer—

1936 Lac ada 4½-litre pillarless sports saloon,

equipment includes seat cover, 1700 head lamp, twin

lamp, hydraulic jacks, twin Scintilla magnetos, twin

S.E. cable, ride light, 1936 model completely overhauled by

Lagonda, Ltd., in 1949, at cost of £250, receipts available; price £550. (15012)

PERFORMANCE CARS good selection always available, written guarantee—See under "Sports Cars."

1934 16/80, to first-class condition throughout, can be seen London; £350 or near offer.

ANTHONY CROOK offers 1939 Lagonda V12 4½-litre

A drop head coupe, superb condition throughout, one owner; £1,375—Anthony Crook Motors, Clapham Hill, Surrey. Tel. 225-5. (14072)

1938 (May) Lagonda V12 de Ville saloon, immaculate

condition throughout; 55,000 miles; believed genuine; £1,275—Moreton Garage, 61, Albany Embankment, S.E.11. Rylands 4016. (12819)

1940 Lagonda 12-cylinder short chassis sports

saloon, condition two engines magnificent

condition faultless history; £1,795—Taylor & Crawley,

48, Kensington Court, W.8. Wotton 6015. (14511)

1938 6,795 miles only, last licensed 1939, a new

car; £1,575—Clayton's Cars (London), Ltd., 237, Epsom

Rd., London, N.61. 275, Moreton 5368 (5 lines). (14511)

1939 Lagonda V12 2-3-seater Rapid drop head

coupe, function two engine, recent complete

overhaul, beautiful condition, very fast; £1,795—Taylor

& Crawley, 48 Kensington Court, W.8. Wotton 6015. (14511)

DAVIS MOTORS, Ltd., (managing director, J. E. Davis, 20 years service manager to Lagonda, Ltd.)

1939 16/80 sports tourer, grey and red, engine

overhauled.

1934 16/80 saloon, engine completely overhauled,

concoctors reconditioned throughout and

re-painted.

1935 4½-litre Rapide sports tourer, British racing

green, two spare wheels, good tyres all round,

engine completely overhauled.

1940 16/80 saloon, one owner and negligible

mileage, concave and chassis comprehensively

reconditioned following several years storage, as

new throughout.

DAVIS MOTORS, Ltd., 275 London Rd., Staines. Tel. 5457-8-9 or private; Watton 1562. (10097)

1935 4½-litre Lagonda 1935 model 24-litre de luxe 4-

door saloon, black leather upholstery, 2 spare

wheels, very good condition; terms, exchange; list; open

7-7 week-days and Saturdays—Row and Smith, Hamp-

stead (Hampstead Tube), Hampstead 9041. (14516)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers—Hamp-

stead High St. (Hampstead Tube), Ham. 6041. (1099)

Lagonda Spares and Service

LAGONDA users are advised to contact the manu-

facturers for service overhauls and spares for the

4½-litre V12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd.,

Leitham, Middlesex. Tel. Leitham 2291. (10008)

DAVIS MOTORS, Ltd., (managing director, J. E. Davis, 20 years service manager to Lagonda, Ltd.)

for all forms of Lagonda repair and maintenance—no

excess charge; list; open 7-7 week-days and Saturdays—

Row and Smith, Ltd., 247, H. St., Watton 1562. We are open on Saturdays

10.15 to 12.15. (10117)

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

1950 Lanchester 10hp saloon by Barker, black with

red leather interior, heater and many addi-

tional extras well maintained; £1,275—Stratstone, Ltd.,

40, Berkeley St., W.1. (Mayfair 8551/6). (14506)

L Lanchester 11 1937 saloon, 43,000 miles, recondi-

tioned engine (1,300 miles since); 2,285—Down-

ton, 2422. (14505)

365 Lanchester 14 Roadster saloon, 1950 con-

dition—Autospin, 5, Balham High Rd., Bal-

ham 1509. (13797)

1937 Lanchester 15 1954 sports saloon, 63,000 miles,

engine reconditioned with liners (6,000 miles,

2,200—Downland 2422. (14172)

1937 Lanchester 14 Roadster saloon, radio,

guaranteed; £250; payments—O'Driscoll, 56,

Kensington High St., W.14. Watton 6631. (14563)

1939 Lanchester 14 blue, high perfect car,

guaranteed; £1,245—Silverthorn Motors, Ltd.,

1011 Finchley Rd., N.W.11. Meadow 2205. (19863)

L Lanchester sports saloon, 1939, maroon/red

radio, one owner, genuine 26,000 miles,

new tyres; 2,450—Crainish Motors, Crainish 525. (14508)

1938 Lanchester Roadster 14hp saloon, in good

condition; 2,435—Crown Garage, Albany,

141, Brompton, W.8. Tel. Fulton 6507 and 1520. (13394)

SPINE (BOURNEMOUTH), Ltd., engaged exclusively

in the distribution of Daimler and Lanchester cars,

consult us when buying or selling; all spares and every

service. (14505)

DAIMLER House, Bournemouth. Tel. 5405. (10545)

850 Lanchester 10 November 1947, de June 4-

door saloon, dark blue, sliding head blue

head, green leather, perfect car, very carefully

exceptional condition; terms, exchange—Row and

Smith, 2422. (14505)

495 Lanchester Roadster, June 1938, 14hp 4-

door saloon, green and black, sliding

head, green leather, perfect car, L.I.C., open 7-7

week-days and Saturdays—Rowland Smith, Hamp-

stead (Hampstead Tube), Hampstead 9041. (14516)

1939 Lanchester 14 semi razor edge drop head

coupe, fitted tile-control, shock absorbers

radio, wind trumpet, etc., synchronous gear change

finished in two tones of blue with blue hide upholstery;

a really outstanding example of this unusual model; 2,450.

PETER BANTOCK CAR SALES, 106, High Rd., Chis-

wick, W.4. Chiswick 2725/2670. (13965)

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers—

Hampstead High St. (Hampstead Tube), Ham. 6041. (1099)

L Lanchester and Daimler spares, large stock of

parts, radio, etc. for most models—Allens, Vic-

toria Rise, Clapham S.W.4. Macaulay 4195 and 6352/3. (14516)

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

JOHN S. TRUSCOTT examples are becoming increasingly

valuable.

EXCHANGES, deferred terms

173 Westbourne Grove W.11. May. 4274. (14372)

STRIPPED MOTORS Pri-Pas Rd., Colnbrook,

Slough, Tel. Colnbrook 261. (14372)

1939 Lancia Aprilia 16 coupe, by Farina, engine

completely overhauled, chassis checked

throughout, 10,000 miles, one owner, finished in light

blue dark blue hide, offered at very reasonable price to

genuine enquirer—A. J. Davis, 20 years service manager to

Lagonda, Ltd., 275 London Rd., Staines. Tel. 5457-8-9 or private; Watton 1562. We are open on Saturdays

10.15 to 12.15. (10117)

1939 Aprilia saloon, light blue, first-class condi-

tion; 2,600—Above.

1938 W.8. are keen buyers of all types of Lancia cars. (14034)

LANCIA

CHIFFEST MOTORS—See our advert under

"Sports Cars."

LANCIA Aprilia 1938 pillarless saloon, complete over-

haul, outstanding performance and condition; 2,605

o.a.o. radio—183 Cannon Rd., Leytonstone. (14799)

WIDEA reassures the driver—1938 Lancia

saloon, a miniature Aprilia with similar perfor-

mance and 4-seat accommodation; 40 hp a.p. and up to

60 m.p.h. 1937 W.8. Derivation 159 and 161,

London Rd., Kingston 5621. (13994)

Lancia Cars Wanted

LANCIA to see catalogue wanted—Tel. Valentine

1283.

LANCIA Aprilia wanted, any car.—T. F. Green, High

St. N.20. Tel. Watton 5343. (10343)

KEVILL, DAVIES & MARCH, Ltd., will buy second-

hand Lancia Aprilia—41-43, Mayfair Mews, Berkeley

St., W.1. Gros 2543. (10008)

JOHN S. TRUSCOTT, Ltd., urgently require low m.p.

age, nearly new Lancia—A. J. Davis, 20 years service

manager to Lagonda, Ltd., 275 London Rd., Staines.

Ltd. (Hampstead Tube) Burnage Lane, Man-

chester, 19. Bus 2274-5. (10077)

Lancia Spares and Service

LANCIA ENGLAND, Ltd., engine and chassis and

representatives of the Lancia Italian company;

all servicing and repair work, reconditioning, etc.,

carried out by our own staff and equipped mechanics;

genuine Lancia factory-made parts available and

supplied at short notice.—For information regarding

genuine Lancia parts, contact our technical staff, who

supply Lancia Works, Alghero, Sardinia. (Private

sales.) (10052)

LEA-FRANCOIS

BROOKLANDS, Lea-Francois sports 2-str. small miteage,

exceptional.

103 New Bond St., London, W.1. Mayfair 8551/6. (14506)

CHARLES FOLLETT, Ltd., sole distributors, London,

and Home Counties, offer—

1949 Lea-Francois 2½-litre streamlined saloon,

black, beige hide, radio and heater, remote

control, gear lever, maintained by our own service

department; 2,100 miles; 1,950—(14506)

1950 Lea-Francois 2½-litre sports 2½-seater, gun-

metal, green leather upholstery, 11,000 miles

only, wind-up windows, guaranteed; £1,535.

1948 Lea-Francois 14hp saloon, black, brown hide,

one owner, 11,000 miles, radio, heater and

radio, checked and guaranteed; £1,125.

18 Berkeley St.,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6. Night Service: Victoria 3144. [7002]

MERCURY
JOE THOMPSON (MOTORS), Ltd., offer—

1949 Mercury 4-door saloon, colour black, all extras, one owner. [5422]
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Mischel's), Ken. 3056.

1949 6-seater fixed head coupe, powder blue and chrome with nylon seat covers, perfect condition, £1,050.—**Lady Bay Garage**, Radcliffe Rd., Northampton 4971. [4460]

M.G.

P.C. PERFORMANCE CARS.

P Finest selection of M.G.s, three months written guarantee. We offer—

M.G. T.C., choice of three: £695, £595, £555 (1948, 1947). [4305]
M.G. V.C., 1½-litre tourers, choice of two, 1950: £425 and £375.

M.G. 2-litre drop head four-seaters, choice of two, 1950, £585; 1951, £575.
M.G. 2-litre tourer, 1939, £325; 1951, 10hp 2-seater, 1951, £365.

M.G.—We urgently require J, P, N and TD types (completely sold out).
PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 5841 (4 lines). (See also under "Sports Cars.") [4855]

CAR MART, Ltd.

1949 M.G. TC 2-seater, 6,000 miles; £625.—**Car Mart, Ltd.**, 320, Euston Rd., N.W.1. [4913]

WOODHART CARS offer—

M.G. 8hp P-type 4-seater, Opalescent red, any examination. [5422]
M.G. 8hp J2 sports 2-seater, really magnificent. [5422]
M.G. 8hp J2 sports 2-seater, black, a real bargain. [5422]

M.G. 12hp open sports 2-seater, mechanical perfection. [5422]
M.G. 12hp sports saloon blue, exceptional interior. [5422]

MANY other terms—**Woodhart's**, The M.G. Specialists, 8 & 10, Eton Gardens, Eton Ave., Brentford, N.W.8. [4985]

WARWICK WRIGHT, Ltd., offer—

1950 M.G. 1½-litre saloon, black, beige leather. [5422]
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. [5422]

M.G. 1950 T.A. sports 2-seater, black; £445.
M.G. 1950 T.A. sports 2-seater, red; £445.

PARADE MOTORS (MITCHELL), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mtr. 3892. [5422]

J. SHEPHERD & Co. (ENFIELD), Ltd., offer—

1949 T.C. M.G. colour black, green leather upholstery, excellent condition, £790. [5422]
1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition, £850.—**J. Shepherd & Co. (Enfield), Ltd.**, Hertford Rd., Enfield, Howard 3531. [6137]

A. CLAND & TABOR, Ltd., Weylyn 461, offer with a three months' guarantee—

M.G. 1½-litre Tickford four-seater, colour, registered February 1950, finished black, beige upholstery, radio, heater; £590. [5422]
M.G. J2 2-seater, red, in truly remarkable condition, splendid performance, £225. [5422]

MAGDALEN MOTORS, 31, Trinity Rd., Wandsworth Common, Battersea 5373. [4666]

1950 M.G. 1½-litre saloon, black, 7,000 miles, one owner, one careful owner; £1,165. [5422]
R. C. WIMBUSH, Ltd., 312, Eton Court Rd., S.W.5. [5422]

1934 M.G. 2 sports, immaculate, black/red colour, exceptional; £220.—**Hillside** 6119. [4616]

£175—M.G. TB type 1940 open 2-seater, excellent condition, excellent throughout; many others. [5422]
BENNETT'S, 1, Clarendon Rd., Holland Park, London, W.1. Park 5067-1, Open Mon. to Sat. (Kings' Holland Park Tube). [4153]

1950 TD, as new, first offer over £300.—**Ward, 353**, Horbury Rd., Wakefield, Tel. 4107. [4452]

BEARTS of Kingston M.G. specialists, sales, repairs & repairs—102, Eton Rd., Kingston, Tel. Kin. 5261. [5422]

1947 M.G. T.C. sports, green, immaculate; £695 or offers.—**Tel. after 7**, Wordsworth 7104. [4993]

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [5422]

M.G. 2-seater J2 type, good condition.—**Beardmore**, 61, Service, 26, Queensway, Bayswater, W.2. Bayswater 6156. [5422]

1948 (June) M.G. 1½-litre saloon, black, green leather, very carefully used; £695; exchanges, terms. [5422]
HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0981. [3655]

£299—M.G. T.A. 2-seater, one owner last 10 years.—**Value Cars**, 362, Upper Richmond Rd., S.W.14. [5291]

1949 (October) M.G. T.C. 2-seater, black, red leather, speedo reading 8,000 miles, excellent condition. [5422]
RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2552/3. [4305]

1947 M.G. Midlet, low mileage; £595.—**Barnes**, 315, Finchley Rd., N.W.3. Hampstead 2221, Mat. 1927. [7809]

1948 T.C. green, immaculate condition, Stage 2 tuned, giving terrific performance, many extras, new tyres; nearest £825.—**Marne, Gunnsale** 4258. [5422]

M.G. 2-litre Coachcraft a.b.c., excellent mechanically, wooden lines, good tyres, radio, hood; £550, offers.—**Crawley** 522. [5422]

1950 M.G. 1½-litre saloon, black, red, 15,000, immaculate; £1,085.—**Weston Garage**, Ltd., 12, Wood, K.ing's Lynn, Tel. 4129. [1246]

1936 (October) M.G. 2-litre sports saloon, guaranteed; £225; payments.—**Shedden**, 314, Kensington High St., W.14. Western 8631. [4564]

160 miles.—1950 (November) 1½-litre M.G. saloon, excellent green, not taxed 1951.—**Broadway Motors**, 67, High St., Hounslow, Tel. 5552. [1926]

1937 M.G. 2-litre sunshine saloon, black, immaculate, excellent mechanically; taxed, excellent condition; terms, exchanges.—**Rowland Smith**, below. [1521]

1947 M.G. T.C., red, beige leather, excellent condition, 18,000 miles, any reasonable trial; £550.—22, Edgeworth Crescent, Hendon, N.W.4. Hendon 6750. [4786]

595 ems.—M.G. Midlet, Sept. 1946, 11hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition; terms, exchanges.—**Rowland Smith**, below. [1926]

395 ems.—M.G. Midlet, 1937, 10hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition; terms, exchanges.—**Rowland Smith**, below. [1926]

295 ems.—M.G. Midlet, 1937, 10hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition; terms, exchanges.—**Rowland Smith**, below. [1926]

125 ems.—M.G. 1938 model, 11hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition; terms, exchanges.—**Rowland Smith**, below. [1926]

495 ems.—M.G. 1938 model, 11hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition; terms, exchanges.—**Rowland Smith**, below. [1926]

595 ems.—M.G. 1939, 2.6-litre 4-door sports saloon, black, sliding head, maroon leather, very good condition, excellent condition; terms, exchanges; last open 2-7 weekdays and Saturdays.—**Shedden**, 314, Kensington High St., W.14. Western 8631. [4564]

M.G. 2-litre saloon, 1937 model, in first-class condition throughout; £440 or near offer.—**Gleaves**, Green Penton Caravan, Ltd., London Rd., Salisbury, Wiltshire. Salisbury 4979. [4445]

1938 2-litre M.G. Tickford d.h. coupe, maroon, black leather, very good condition, excellent condition, new engine, rear box and back axle by makers, exceptional condition. [5422]

THORP, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3556. [4204]

£495—Sept. 1950 M.G. 1½, saloon, recently overhauled, green leather upholstery, radio and many other extras.—**G. S. Hall**, 502, King St., W.6. Riverside 205. [2414]

1947 M.G. T.C. 2-seater, black, red, heater, radio, taxed, many other extras; £650.—**R. S. Mead (Sales)**, Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5431-2. [5422]

1934 M.G. 8hp J2 sports 2-seater, red, in immaculate condition, over £100 recently spent on reconditioning throughout, best offer secure.—**Collins**, Ashton, Fore St., Harlow, Essex. [4469]

£666—1947 M.G. TC sports roadster, black, motor shop, whole vehicle cycle and beautiful condition, 3 months' guarantee, like new, exchange, £666.—**OF WOOD & SONS**, 42, Queen St., Maidenhead, Tel. Maidenhead 5431-2. [5422]

1947 (September) M.G. TC, 21,700 miles, red, with red leather upholstery; £625, perfect condition. R.A.C. or A.A.I. inspection invited.—**J. Vergette**, 68, Westgate, Louth, Lincs, Tel. Louth 580. [5422]

1950 (Aug.) M.G. 1½, saloon, maroon with beige leather upholstery, head and one owner, 10,819 miles, as new; £1,125.—**Olson's Sports Cars (Christchurch)**, Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [5422]

1950 (August) 1½-litre M.G. saloon, genuine mileage 12,000, colour maroon, sparrow leather, immaculate condition, maroon interior, leather property of M.P.; £1,100.—**L. F. Dwyer**, Ltd., Guildford Rd., Woking, Tel. Woking 126. [5287]

ROSS & YOUNG, Ltd., offer: 1950 (November) M.G. 1½-litre saloon, low mileage, spare unused, fitted radio, black; £1,095.—65-69, St. John's Rd., Streatham Hill, S.W.13. [4016]

1938 M.G. TA 2-seater, engine recently revalved, overhauled, chassis, rear axle, body and side-recesses, bodywork and interior in excellent condition, fitted with new glass and new mirrors; £225.—**Lee Green** 4555. [2626]

1939 M.G. 2-litre saloon, black with fawn leather, wheels rebuilt and engine just completely overhauled, in magnificent condition, in respect, £395.—**Bella Service Garages**, 144, London Rd., Kingston-on-Thames, Kingston 1145. [5422]

1947 (June) M.G. T.C. 2-seater, black, silver wheels, red leather, two spare wheels, immaculate condition, thoroughly reconditioned, written guarantee; terms, exchanges.—**N. F. Edwards**, 154, Gt. Titchfield St., W.1. Langham 0012. [5422]

NAYLOR & ROOT, Ltd.—1948 M.G. T.C. sports 2-seater, black, green high 16,000 miles, undamaged condition throughout; £595; six months' guarantee, choice of 100 quality cars, demonstration free within 100 miles, terms available; £25, East Hill, Clapham, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [4765]

1939 (registered October 1939) 1½-litre 11hp d.h. 4-door saloon, moss green coachwork, olive green wings, chassis and wheels, all without the smallest scratch, moss green hide upholstery, brand new best quality green carpets, oversize tyres, all five just replaced, double life, just fitted Clapham, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [4765]

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M.G. Cars Wanted

CAR MART, Ltd. wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0986]

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [10946]

SLOOMBERG OF NEADES, [5422]

SLOOMBERG—Good clean M.G.s wanted; must be perfect condition.—38-52, Dudden Hill Lane, N.W.10. Willesden 4669. [7943]

M.G. in good condition wanted—**Tel. Valentine** 2008, [12286]

CASH immediately for good M.G.—**H. F. Edwards**, 25, Upper High St., Epsom 3400. [5422]

URGENTLY required, low mileage 1948-50 M.G. 1½, saloon.—**Gibson Sports Cars (Christchurch)**, Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [5422]

JACK ROSE, Ltd. want to purchase T.C. and 1½, saloons.—**Stafford Rd.**, Wallington, Surrey, Wallington 6977/8. [1305]

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. Stratham Hill, S.W.13. [5422]

MAYFAIR GARAGES, Ltd.—Particularly good may be buyers of all models M.G.; telephone or write for type to call.—**Mayfair Garages, Ltd.**, Bedford Street (opp. Selfridges' clock), Mayfair, W.1. Mayfair 5104-5. [7974]

M.G. Spares and Service
 M.G. spares, road springs, front, approx. petrol tanks, chromium plated luggage grids, M-type clutch plates, new v-belts, 24 and P. cycle-type valves, ground and courteous service.—**See P. & A. column**. [5422]

DERINGTON, 159 and 161, London Rd., Kingston 5631-2. [2993]

M.G. engine, axle, gear box, reconditioning, iron, exchange blocks, cranks, rockers, v-drive, dynamo, etc., new rocker shafts, bushes, guides, valves, pistons, pistons, wire wheels supplied and repaired, road springs, axles and reconditioned, we specialize in saloon, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [5422]

TOULMIN MOTORS specialise in M.G. and M.G. cars, only repairs and complete overhauls all models, reconditioned chassis in stock for types J, T and L, and N. Magnetite, exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, brakes, drives, v.d. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of spares always available, we specialize in saloon spares. [5422]

W. Housley, phone Toulmin Motors, 345, Staines Rd., Woking, Middlesex, Tel. Hounslow 2238 and 3456. [10448]

MORGAN
1947 Morgan 4/4 4-seater, 4,000 miles since last overhauled, engine overhaul, front suspension re-bushed, new steering arms, reconditioned Sole sports roll, etc., good hood and side-recesses, colour red; £500.—**Burche**, Oxford Airports. [4444]

645 ems.—1950 Morgan 4/4, 1950 model, sports 2-seater, blue, black leather, 2 spare wheels, one careful owner, small mileage, exceptional condition; terms, exchanges; last open 2-7 weekdays and Saturdays.—**Shedden**, 314, Kensington High St., W.14. Western 8631. [4564]

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [10946]

SLOOMBERG of Neades, [5422]

44 Morgan required, coupe or tourer, nice condition or 44 preferable, year immaterial. [5422]

MORGAN in good condition wanted.—**Tel. Valentine** 2008, [12286]

Morgan Spares and Service
 MORGAN 4/4 (all) spare parts stockists; service and repairs.—**Basil Roy**, Ltd., 181, Gt. Portland St., W.1. Langham 7733. [50314]

MORGANS—All available spares in stock.—**P. H. Dwyer**, 42, Queensway, Bayswater, W.2. Bayswater 6156. [5422]

MORRIS MINOR
1950 Morris Minor saloon, 6,000 miles; £650. [5422]
1950 Morris Minor tourer, 3,000 miles; £795.—**Car Mart, Ltd.**, 150, Park Lane, W.1. [4914]

R. F. FUGGLE, Ltd., Bushy Heath, Herts, Tel. R. 1685. [5422]

PRIDE & CLARKE, Ltd., [5422]

1950 Morris Minor saloon, black/beige 15,000 miles, one owner; choice of two from £725; three months' guarantee; terms, exchanges; last open 2-7 weekdays and Saturdays.—**Shedden**, 314, Kensington High St., W.14. Western 8631. [4564]

SAUL & SLATTERY, Ltd., offer—

1949 Morris Minor tourer, maroon, 15,000 miles; £650. [5422]
14 H. SAUNDERS, Ltd., offer. [5422]

1950 Morris Minor saloon, black with beige upholstery, 2,000 miles; £695. [5422]
836—652, High Rd., N.15. Midsale 0024. [4230]

C.M.I. CAR SALES (Pri. 6633) offer—

1950 Morris Minor saloon, beige, road condition throughout.—**Swiss Cottage**, Finchley Rd., N.W.1. [7104]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS SIX

1949—50 Morris Six saloon, 8,000 miles; £1,025.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. (4916)

PRIDE & CLARKE, Ltd.

1945—1949 Morris Six saloon, choice beige leather, one careful owner, better of 15 Morris; three-month guarantee; terms, exchanges; 150—257, Britton Hill, S.W.2. Tulse Hill 5645-5. (4686)

1950—Morris Six, 2,000 miles—Ernest Sutton, Tel. Rogate 4 (trade only). (4880)

1950—Morris Six saloon, 4,000 miles—Autowork, Ltd., Winchester. Winchester 4634. (4212)

1950—Morris Six, 11 M.V. radio, heater, loose covers, carefully serviced, £1,050—Campbell Symonds, Wembley 6282. (4331)

1950—Morris Six saloon, black, brown hide, re-corded mileage 8,000, fitted radio and heater, in faultless condition—

DENHAM SERVICE STATION, Ltd. Denham, Bucks. Tel. Denham 2266. (4650)

1949—Morris Six saloon, maroon, one owner, 2,500—Vandervell (Purveyors of Good Used Cars), 215, Havestock Hill, N.W.3. Primrose 4441. (2442)

MORRIS MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1949 Morris 10hp saloon; 6,150. (4916)

GORDON CARS (LONDON), Ltd.—1949-50 Morris 6 saloon; 4,950. (4916)

GORDON CARS (LONDON), Ltd.—1950 Morris Six 6 saloon; 4,100. (4916)

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. (4916)

T. PARKER & SMITH, Ltd. offer the choice of many Morris Six, 10 and 12 from their vast stock of over 200 used cars all subject to three months' written guarantee—189, Kingsway, S.W.1. Tel. Fax 4401-5. (3979)

Morris Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Morris buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (3979)

MORRIS wanted—Smith's, 68, Chalk Farm, N.W.1. GUY 2767. (3924)

MORRIS 10 or medium hp in good condition wanted.—Tel. Valentine 2200. (4916)

MARSTON MOTOR CO. for your Morris—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (4916)

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Morris (1947 onwards)—Wembley 6691, 3093. (4916)

JACK OLDING, Ltd. 8-10, North Audley St., 6-11, Morris retailers, require cars in first-class condition—Mayfair 5242. (4916)

CASH buyers of low-mileage Morris Minor, Oxford and Sax, distance no object—Hattens, Lord St., Southport, Tel. 2266. (3978)

A. PERO, Ltd. 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition—May, 3051. (4916)

Morris Spares and Service

LARGEST and quickest spares service in the South of England—Hewens Garages, Ltd. Reading. Tel. 415. (4916)

MORRIS 8 Series I and II front wheel; 1st a pair rear 86 a pair—Brooks Cars, 94, Queens Rd., Brighton. (4916)

DALTON MOTORS for Morris service and spares—1954-50 models—517, Kingsland Rd., Dalston, E.8. Cusodd 4945. (4916)

COMPREHENSIVE range of Morris spare parts in stock—F. L. Cranmore, Ltd. 64, High St., Putney, Har. Tel. Putney 2644. (4916)

WATKINS (LONDON)—Rogers Large, repairs and service—W.1. New address: Wellesley Ave., Paddington, W.8. Riverside 2644-5 Old and new parts welcome. (5014)

Ham Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Nadas (1937 onwards)—Wembley 6691, 3093. (3983)

OLDSMOBILE

L. EX GARAGES, Ltd. offer—

1950—Oldsmobile 76 model, right-hand drive, radio, heater, white-wall tyres, finished in grey with very upholstery, genuine mileage 15,000, L. EX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. (4916)

DISTRIBUTORS (RAWLWELL), Ltd. Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey, Tel. Mifford 410. (4916)

1939—6-cyl. Oldsmobile saloon, in exceptional condition, £720—DISTRIBUTORS (RAWLWELL), Ltd., Blindley Heath, nr. Lingfield Surrey. (10113)

DISTRIBUTORS (RAWLWELL), Ltd. Blindley Heath, nr. Lingfield Surrey. (10113)

SIMPSON'S MOTORS (Phone Wembley 6691 or 3093 offer—

LATE type Oldsmobile (Full list see "American Cars" in "Simpson's Motors" Wembley) 194. (4916)

OLDSMOBILE (Rocket 86) electric convertible, grey, red leather, 11,000 miles; £2,750—Clayton's Cars (London), Ltd. 137, Euston Rd., London, N.W.1. Tel. Euston 5225 (5 lines). (4906)

1950—Oldsmobile 6 holiday fixed head coupe, 5-6-cyl. Hydraulic transmission, radio, heater and many extras 5,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Wm. 3589. (4916)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Lex Garages, Ltd. 2, Lexington St. W.1. (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembroke Villas, nr. Westbourne Green, W.11 (Riverside 46-7). (4916)

1936—Oldsmobile 6 special 6-seater 4-door de luxe saloon, first registered January 1946, equipped with hydraulic transmission, "new look" frontal appearance, built-in radio, heater, loose seat covers, etc., a fast powerful modern-looking car in fine mechanical order—

CAMDEN MOTORS, Ltd. Lake St., Leighton Buzzard, C. Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase, Part exchanges. Free delivery. Showrooms open till 7 p.m. Monday-Saturday. (3915)

Oldsmobile Cars Wanted

LEX GARAGES, Ltd. are interested to buy recent Oldsmobile cars.

LEX GARAGES, Ltd. 2, Lexington St., W.1. Gerrard 8600. (4916)

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Oldsmobiles (1937 onwards)—Wembley 6691, 3093. (4916)

1938—Opel 12 saloon, five new tyres, excellent condition; £275—Hou. 1088. (4466)

Opel—Opel 12 saloon, 11.3. 1937 (November); £175—any trial; terms, exchanges—Primrose 2647. 10 Winchester Mews, N.W.3. (4275)

1950—Opel Olympia 1938 1½-litre 4-cyl. 2-door saloon, black, very good condition, terms, exchanges; just open 6-7 week-days and Saturdays—Rowland Smith, Hamstead, (Hamstead Tube) N. Hamstead 6041. (4625)

Opel Cars Wanted

Opel in good condition wanted—Tel. Valentine 2096. (4288)

ROWLAND SMITH'S, the Opel buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (3980)

MAYNER MOTORS, Ltd. Opel distributors, buyers of all models—1-5, Southampton St., Southampton. Tel. Southampton 3266, 4944. (3631)

PRIDE & CLARKE, Ltd. the Opel distributors, offer immediate cash for all models—237, Britton Hill, S.W.2. Tel. 3664. (3036)

Opel Spares and Service

Repairs, spares, reconditioned engines, suspensions, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. (3940)

PRIDE & CLARKE, Ltd. new brake and clutch linings, Opel, 10, Winchester Mews, N.W.3. Pri. 6159. (3940)

MAYNER MOTORS, Ltd. distributors; Opel spare parts and reconditioned engine service—Southampton St., Southampton. Tel. Southampton 3266, 4944. (3631)

PACKARD

JOE THOMPSON (MOTORS), Ltd. offer—

A LATE model Packard 4-door saloon, colour blue, registered April, 1950. (4916)

1939—Packard 6 4-door saloon, colour black, J. Thompson (Motors), Ltd., 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4656. (4916)

PACKARD Club saloon 1937 34hp, rebored, excellent condition, and condition—J. Thompson (Motors), Ltd., 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4656. (4916)

CENTRAL SERVICES, 97, Station Rd., Sidcup, Kent. Tel. Footscray 4596. (5044)

LEONARD WILLIAMS & Co. (1940), Ltd. Great West Rd., Brentford, Middlesex. Baling 5400. (4916)

PACKARD Sole Concessionaires offer—

1951—Packard 800 de luxe 4-door sedan.

RHD Ultramatic transmission, radio with electrically operated antenna, heater and "Clear Acoustic" demister, twin fog lamps, windshield wiper and many other extras, very low mileage.

1947—Packard Clipper eight de luxe 4-door black saloon with "ultramatic" drive, overdrive, radio, heater, demister, seat covers, 30,000 miles; £1,950—Packard Sole Concessionaires offer a selection of completely reconditioned 1939 and 1939 saloons and drop head tourers—

LEONARD WILLIAMS & Co. (1940), Ltd. Great West Rd., Brentford, Middlesex. Baling 5400. (4916)

1938—Packard saloon, in excellent condition; 2275—Saracen's Garage, Ashford, Kent. Tel. 63. (4916)

1937—Packard 26hp saloon, very carefully maintained, extremely good condition—Colin Haines, Ltd., 50c, Bourdon St., W.1. Mayfair 2353. (4916)

CARR'S MOTOR MART—1937 Packard Super 8 32 hp saloon, black, 28,000 miles, one owner, chauffeur maintained, written guarantee—5, Warren St., W.1. Euston 3525. (4916)

A&S—Limo, 1939, widest occasional, exceptional throughout, partition, mechanically certified, black. 6059. (4916)

A Court, North Audley Street, Mayfair—2941. (4295)

PACKARD Cars Wanted

CARR immediately for good Packard—H. F. Edwards, 154, Gt. Trichfield St., W.1. Latham 6013. (4287)

ROWLAND SMITH'S, the Packard buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (3980)

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Packards (1937 onwards)—Wembley 6691, 3093. (4916)

LEONARD WILLIAMS & Co. (1940), Ltd. Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Baling 5400. (4916)

JOE THOMPSON (MOTORS), Ltd. Packard specialists 97 Fulham Rd. (next door to Michelin), S. Kensington. Ken. 4656. (4916)

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LEONARD WILLIAMS & Co. (1940), Ltd. Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Baling 5400. (4916)

PEUGEOT

1947—Peugeot 11hp saloon, genuine French model, ready for hard work; £550. (4916)

DICKS CAR SALES, Ltd. 385-391, High Rd., Kilburn, N.W.5. Vals 6860-9. (4287)

Peugeot Cars Wanted

PEUGEOT in good condition wanted—Tel. Valentine 2096. (4288)

PLYMOUTH

SIMPSON'S MOTORS (Phone Wembley 6691 or 3093)

1949—Plymouth saloon. (Full list see "American Cars" in "Simpson's Motors" Wembley), Ltd. 194. (4916)

PLYMOUTH

1937—Model Plymouth 6 de luxe saloon, finished in steel grey with particularly ornate frontal grille in full moon-organ style, extra wide headlights on fenders, luxurious upholstery in 2-tone grey, built-in radio, heater, electric lights, large seat covers, latest "green-wash" device, an outstanding specimen in every line mechanical order—

CAMDEN MOTORS, Ltd. Lake St., Leighton Buzzard, C. Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase, Part exchanges. Free delivery. Showrooms open till 7 p.m. Monday-Saturday. (3916)

PONTIAC

1939—Pontiac 4-door saloon, engine and cam box completely reconditioned, in perfect order, in radio, heater, electric lights, large seat covers, latest "green-wash" device, an outstanding specimen in every line mechanical order—

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1946—1946 model Pontiac streamliner equipped at extra cost with latest type hydraulic drive, an immaculate specimen of this very fine post-war American model, fully chromed front fender moulding and "new looking" radiator grille, streamlined bodywork in the very latest style, chromed steel wheels and Kimbrells, heater, radio, de-icing, seat covers, etc., a one-owner car since new, superbly maintained, local mileage 11,250.

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Repairs, spares, reconditioned engines, suspensions, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. (3940)

PRIDE & CLARKE, Ltd.</

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1950 March (registered) Renault 750cc saloon, very nice condition indeed; £705. —Taylor & Crawley 48, Kensington Court, W.8. Western 8015 (4068)

1936 Renault 11 saloon, saloon, very smart and economical, in excellent order; £225. —Brookside Motors, 108, High Rd., Uxbridge, Tel. 164, 19 a.m.-7 p.m. (4944)

Renault Cars Wanted
RENAULT small hp in good condition wanted. Tel. Valentine 2068.

R OWLAND SMITH'S, the Renault buyers—Hamstead High St. (Hamstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. (10137)

URGENTLY wanted for cash, post-war Renault—Connaught Engineering, Portsmouth Rd., Boreham, Ripley 3178. (10375)

C AR MART, Ltd.
1950 Riley 1½-litre saloon, 12,000 miles; £1,095. —Car Mart, Ltd., 250, Euston Rd., N.C.1. (4911)

H. A. SAUNDERS, Ltd.
1947 1½-litre Riley, 21,000 miles—Radlett, Herts. Tel. Radlett 6167 and 5049. (13721)

JACK ROSE, Ltd., offer—
1947 (late) Riley 2½-litre sports saloon, in exceptional condition, black with red side upholstery throughout, almost spotless appearance; accept £1,175—black 1950, Bedford 500, Wallington, Surrey, Wallington 6677/8. (13502)

CYRIL SHEPPARD offers:—
1947 1½ saloon, black red, one owner, excellent; Reading 2712. (4574)

HAROLD RADFORD & Co., Ltd.
1948 (Sept.) 2½-litre Riley saloon, black with brown leather and cloth upholstery, speedometer reading 16,913 miles, fitted with new tyres, in exceptional condition throughout; £1,100. —Harold Radford & Co., Ltd., 11, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (18951)

B LOOM & PORTER, Ltd., distributors.
1948 2½-litre Riley saloon, 37,000 miles, reconditioned engine, fitted with new tyres; £805. (4905)

1947 1½-litre Riley saloon, one owner; £805. —SELECTION of several other post-war Rileys—J. Castellan, S.W.13 (by Hammermill Bridge), Riverside 444. (4198)

GUY SALMON AUTOMOBILES, Ltd., offer:—
1947 Riley 1½-litre saloon, fitted radio, in excellent condition; £995—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (14497)

LONDON CARS (LONDON) Ltd.—1950 Riley 1½-litre saloon; £1,100.
LONDON CARS (LONDON) Ltd.—1949 Riley 1½-litre saloon; £1,100.
LONDON CARS (LONDON) Ltd.—1947 Riley 2½-litre saloon; £1,095.
LONDON CARS (LONDON) Ltd.—1946 Riley 2½-litre saloon; £1,095. (4905)

1949 Riley 1½, saloon; £1,250.—Boys Auto, Ltd., Euston 2700. (4937)

PERFORMANCE CARS offer 1½-litre roadster (Aug. 1950)—See under "Sports Cars." (4953)

SUSSEX specialists for reconditioned Riley cars, repairs, motor, electrical, bodywork, Ltd., Lewes. (4906)

1946 Riley 1½-litre, 25,000 miles, black/red leather, perfect throughout; £925. —CARR BROS., The Boko Garage, Boko Square, W.1. (4408)

1949 Riley 2½-litre m.c.m., fitted with heater and H.M.V. radio, excellent condition; £1,400. —Riley 2½-litre 2-seater sports, many extras; £1,150.—Arthur Bassett, Ltd., Greenfield St., Swanscombe 5512/3. (14568)

BEARDS of Kingston, Riley specialists, sales, repairs.—108 London Rd., Kingston, Kingston 3548.

PERFORMANCE CARS—Good selection always available, written guarantee, see under "Sports Cars."

1950 Riley 1½-litre saloon, finished in green, small mileage, splendidly maintained; £1,475. (4975)

BROADWAY MOTORS, 16-18 Broadway, Brixley Heath, Tel. Brixleyheath 3598. (3034)

£285—Riley 1½-litre, 1947, top overhaul. —Value Cars, 388, Upper Richmond Rd., S.W.14. (4502)

100 miles, 2½-litre Riley 3-seater sports—Sidney Martyn, Ltd., 33, Sloane Sq., S.W.1. Tel. Sloane 3557/6870. (19406)

1951 model Riley 1½-litre saloon, green, beige leather, 7,000 miles only, radio and heater, one owner, spare tyres, 5000 miles, 5000 miles. —Riley 2½-litre 2-seater sports, many extras; £1,150.—Arthur Bassett, Ltd., Greenfield St., Swanscombe 5512/3. (14568)

R IPO, Ltd., 11, Albemarle St., Mayfair, W.1. (4905)

1947 Riley 2½-litre, reconditioned throughout and reupholstered; will bear any inspection; best offer over £1,100—Box 6810. (4140)

£525—Riley 1½-litre 4-dr sports saloon, excellent, immaculate, excellent interior and mechanically many others. —Riley 2½-litre 2-seater sports, many extras; £1,150.—Arthur Bassett, Ltd., Greenfield St., Swanscombe 5512/3. (14568)

1950 Riley 2½-litre saloon, grey with red trim. —Jack Olding & Co., Ltd., 8-11, North Audley St., W.1. Mayfair 3051. (4411)

1950 Riley 2½-litre saloon, drop head coupe, 13,000 miles; £1,095.—C. A. Fyle, Ltd., 12, North Audley St., W.1. Mayfair 3051. (4411)

1947 1937 12/4 sports saloon, black, economical, reconditioned, 5,000 miles, 5000 miles, 5000 miles. —W. Vyner Rd., W.8. W8 599. (1245)

1949 Riley 2½-litre saloon, black, Radiomobile, beautiful car; £1,375.—Silverthorne Motors Ltd., 1013, Finchley Rd., N.W.11. Mewday 2308. (3984)

1950 Riley 2½-litre saloon, brown with red leather, in superb condition; £1,095.—W.1. (4141)

1950 2½ Riley sports roadster, the most desirable of Riley productions, mileage 8,000, fitted with heater and rimblenders, offers in C. R. Walker, Habburn House, High Haverth Lane, Chesham, Bucks. (10406)

1938 Riley 1½-litre Continental, 34,000 miles only, mechanically perfect, black cellulose immaculate, interior exceedingly clean, a beautiful car with very attractive lines and outstanding performance. (2258)

CARR BROS. The Boko Garage, Boko Square, W.1. (4408)

395 Riley 1½-litre, 1937, 1½-litre 4-dr sports saloon, sunmetal, sliding head, leather upholstery, projector, Scintilla Verlex, very good condition; terms, exchange.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (14667)

165 saloon, black, sliding head, blue leather, manual change, good condition; terms, exchange; list; open 7 days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (14667)

£275 o.n.p.—Shp Monaco black 4-door saloon, 1934, excellent condition, chassis and engine completely overhauled May 3 new tyres, but one inspection Windsor, owner going abroad.—Box 1022. (4906)

R ILEY Imp, Marshall blown, Leyland crank, Lock head brakes, etc., excellent condition, engine may be seen on dynamometer, many spares, must sell; £500 to offer or exchange.—John Payne, Worcester, Oxford 2838. (15001)

1946-7 first reg. Dec. 1946, mileage 42,000, very carefully driven and maintained by Riley enthusiast, 1947 V.12, 1948 V.12, 1949 V.12, 1950 V.12, 1951 V.12, 1952 V.12, 1953 V.12, 1954 V.12, 1955 V.12, 1956 V.12, 1957 V.12, 1958 V.12, 1959 V.12, 1960 V.12, 1961 V.12, 1962 V.12, 1963 V.12, 1964 V.12, 1965 V.12, 1966 V.12, 1967 V.12, 1968 V.12, 1969 V.12, 1970 V.12, 1971 V.12, 1972 V.12, 1973 V.12, 1974 V.12, 1975 V.12, 1976 V.12, 1977 V.12, 1978 V.12, 1979 V.12, 1980 V.12, 1981 V.12, 1982 V.12, 1983 V.12, 1984 V.12, 1985 V.12, 1986 V.12, 1987 V.12, 1988 V.12, 1989 V.12, 1990 V.12, 1991 V.12, 1992 V.12, 1993 V.12, 1994 V.12, 1995 V.12, 1996 V.12, 1997 V.12, 1998 V.12, 1999 V.12, 2000 V.12, 2001 V.12, 2002 V.12, 2003 V.12, 2004 V.12, 2005 V.12, 2006 V.12, 2007 V.12, 2008 V.12, 2009 V.12, 2010 V.12, 2011 V.12, 2012 V.12, 2013 V.12, 2014 V.12, 2015 V.12, 2016 V.12, 2017 V.12, 2018 V.12, 2019 V.12, 2020 V.12, 2021 V.12, 2022 V.12, 2023 V.12, 2024 V.12, 2025 V.12, 2026 V.12, 2027 V.12, 2028 V.12, 2029 V.12, 2030 V.12, 2031 V.12, 2032 V.12, 2033 V.12, 2034 V.12, 2035 V.12, 2036 V.12, 2037 V.12, 2038 V.12, 2039 V.12, 2040 V.12, 2041 V.12, 2042 V.12, 2043 V.12, 2044 V.12, 2045 V.12, 2046 V.12, 2047 V.12, 2048 V.12, 2049 V.12, 2050 V.12, 2051 V.12, 2052 V.12, 2053 V.12, 2054 V.12, 2055 V.12, 2056 V.12, 2057 V.12, 2058 V.12, 2059 V.12, 2060 V.12, 2061 V.12, 2062 V.12, 2063 V.12, 2064 V.12, 2065 V.12, 2066 V.12, 2067 V.12, 2068 V.12, 2069 V.12, 2070 V.12, 2071 V.12, 2072 V.12, 2073 V.12, 2074 V.12, 2075 V.12, 2076 V.12, 2077 V.12, 2078 V.12, 2079 V.12, 2080 V.12, 2081 V.12, 2082 V.12, 2083 V.12, 2084 V.12, 2085 V.12, 2086 V.12, 2087 V.12, 2088 V.12, 2089 V.12, 2090 V.12, 2091 V.12, 2092 V.12, 2093 V.12, 2094 V.12, 2095 V.12, 2096 V.12, 2097 V.12, 2098 V.12, 2099 V.12, 2100 V.12, 2101 V.12, 2102 V.12, 2103 V.12, 2104 V.12, 2105 V.12, 2106 V.12, 2107 V.12, 2108 V.12, 2109 V.12, 2110 V.12, 2111 V.12, 2112 V.12, 2113 V.12, 2114 V.12, 2115 V.12, 2116 V.12, 2117 V.12, 2118 V.12, 2119 V.12, 2120 V.12, 2121 V.12, 2122 V.12, 2123 V.12, 2124 V.12, 2125 V.12, 2126 V.12, 2127 V.12, 2128 V.12, 2129 V.12, 2130 V.12, 2131 V.12, 2132 V.12, 2133 V.12, 2134 V.12, 2135 V.12, 2136 V.12, 2137 V.12, 2138 V.12, 2139 V.12, 2140 V.12, 2141 V.12, 2142 V.12, 2143 V.12, 2144 V.12, 2145 V.12, 2146 V.12, 2147 V.12, 2148 V.12, 2149 V.12, 2150 V.12, 2151 V.12, 2152 V.12, 2153 V.12, 2154 V.12, 2155 V.12, 2156 V.12, 2157 V.12, 2158 V.12, 2159 V.12, 2160 V.12, 2161 V.12, 2162 V.12, 2163 V.12, 2164 V.12, 2165 V.12, 2166 V.12, 2167 V.12, 2168 V.12, 2169 V.12, 2170 V.12, 2171 V.12, 2172 V.12, 2173 V.12, 2174 V.12, 2175 V.12, 2176 V.12, 2177 V.12, 2178 V.12, 2179 V.12, 2180 V.12, 2181 V.12, 2182 V.12, 2183 V.12, 2184 V.12, 2185 V.12, 2186 V.12, 2187 V.12, 2188 V.12, 2189 V.12, 2190 V.12, 2191 V.12, 2192 V.12, 2193 V.12, 2194 V.12, 2195 V.12, 2196 V.12, 2197 V.12, 2198 V.12, 2199 V.12, 2200 V.12, 2201 V.12, 2202 V.12, 2203 V.12, 2204 V.12, 2205 V.12, 2206 V.12, 2207 V.12, 2208 V.12, 2209 V.12, 2210 V.12, 2211 V.12, 2212 V.12, 2213 V.12, 2214 V.12, 2215 V.12, 2216 V.12, 2217 V.12, 2218 V.12, 2219 V.12, 2220 V.12, 2221 V.12, 2222 V.12, 2223 V.12, 2224 V.12, 2225 V.12, 2226 V.12, 2227 V.12, 2228 V.12, 2229 V.12, 2230 V.12, 2231 V.12, 2232 V.12, 2233 V.12, 2234 V.12, 2235 V.12, 2236 V.12, 2237 V.12, 2238 V.12, 2239 V.12, 2240 V.12, 2241 V.12, 2242 V.12, 2243 V.12, 2244 V.12, 2245 V.12, 2246 V.12, 2247 V.12, 2248 V.12, 2249 V.12, 2250 V.12, 2251 V.12, 2252 V.12, 2253 V.12, 2254 V.12, 2255 V.12, 2256 V.12, 2257 V.12, 2258 V.12, 2259 V.12, 2260 V.12, 2261 V.12, 2262 V.12, 2263 V.12, 2264 V.12, 2265 V.12, 2266 V.12, 2267 V.12, 2268 V.12, 2269 V.12, 2270 V.12, 2271 V.12, 2272 V.12, 2273 V.12, 2274 V.12, 2275 V.12, 2276 V.12, 2277 V.12, 2278 V.12, 2279 V.12, 2280 V.12, 2281 V.12, 2282 V.12, 2283 V.12, 2284 V.12, 2285 V.12, 2286 V.12, 2287 V.12, 2288 V.12, 2289 V.12, 2290 V.12, 2291 V.12, 2292 V.12, 2293 V.12, 2294 V.12, 2295 V.12, 2296 V.12, 2297 V.12, 2298 V.12, 2299 V.12, 2300 V.12, 2301 V.12, 2302 V.12, 2303 V.12, 2304 V.12, 2305 V.12, 2306 V.12, 2307 V.12, 2308 V.12, 2309 V.12, 2310 V.12, 2311 V.12, 2312 V.12, 2313 V.12, 2314 V.12, 2315 V.12, 2316 V.12, 2317 V.12, 2318 V.12, 2319 V.12, 2320 V.12, 2321 V.12, 2322 V.12, 2323 V.12, 2324 V.12, 2325 V.12, 2326 V.12, 2327 V.12, 2328 V.12, 2329 V.12, 2330 V.12, 2331 V.12, 2332 V.12, 2333 V.12, 2334 V.12, 2335 V.12, 2336 V.12, 2337 V.12, 2338 V.12, 2339 V.12, 2340 V.12, 2341 V.12, 2342 V.12, 2343 V.12, 2344 V.12, 2345 V.12, 2346 V.12, 2347 V.12, 2348 V.12, 2349 V.12, 2350 V.12, 2351 V.12, 2352 V.12, 2353 V.12, 2354 V.12, 2355 V.12, 2356 V.12, 2357 V.12, 2358 V.12, 2359 V.12, 2360 V.12, 2361 V.12, 2362 V.12, 2363 V.12, 2364 V.12, 2365 V.12, 2366 V.12, 2367 V.12, 2368 V.12, 2369 V.12, 2370 V.12, 2371 V.12, 2372 V.12, 2373 V.12, 2374 V.12, 2375 V.12, 2376 V.12, 2377 V.12, 2378 V.12, 2379 V.12, 2380 V.12, 2381 V.12, 2382 V.12, 2383 V.12, 2384 V.12, 2385 V.12, 2386 V.12, 2387 V.12, 2388 V.12, 2389 V.12, 2390 V.12, 2391 V.12, 2392 V.12, 2393 V.12, 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2667 V.12, 2668 V.12, 2669 V.12, 2670 V.12, 2671 V.12, 2672 V.12, 2673 V.12, 2674 V.12, 2675 V.12, 2676 V.12, 2677 V.12, 2678 V.12, 2679 V.12, 2680 V.12, 2681 V.12, 2682 V.12, 2683 V.12, 2684 V.12, 2685 V.12, 2686 V.12, 2687 V.12, 2688 V.12, 2689 V.12, 2690 V.12, 2691 V.12, 2692 V.12, 2693 V.12, 2694 V.12, 2695 V.12, 2696 V.12, 2697 V.12, 2698 V.12, 2699 V.12, 2700 V.12, 2701 V.12, 2702 V.12, 2703 V.12, 2704 V.12, 2705 V.12, 2706 V.12, 2707 V.12, 2708 V.12, 2709 V.12, 2710 V.12, 2711 V.12, 2712 V.12, 2713 V.12, 2714 V.12, 2715 V.12, 2716 V.12, 2717 V.12, 2718 V.12, 2719 V.12, 2720 V.12, 2721 V.12, 2722 V.12, 2723 V.12, 2724 V.12, 2725 V.12, 2726 V.12, 2727 V.12, 2728 V.12, 2729 V.12, 2730 V.12, 2731 V.12, 2732 V.12, 2733 V.12, 2734 V.12, 2735 V.12, 2736 V.12, 2737 V.12, 2738 V.12, 2739 V.12, 2740 V.12, 2741 V.12, 2742 V.12, 2743 V.12, 2744 V.12, 2745 V.12, 2746 V.12, 2747 V.12, 2748 V.12, 2749 V.12, 2750 V.12,

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with large built-in luggage trunk at rear, colour grey,
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ROLLS-ROYCE 25/30 Wraith limousine by Hooper,
black, low mileage, year 1939.
MCKENZIE, Ltd. 54, Huddersfield Rd., Oldham,
Tel. Main 2578-9. [5007]

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GORDON CARS (LONDON) Ltd. Gordon House, 373,
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saloon; exchanges, terms. [3417]

1948 Rolls-Royce Silver Wraith touring limousine,
body by Hooper, one owner, black, 19,400
miles, £3,750—Lofel, St. Somers' Rd., Birming-
ham, 15. [4096]

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1937 4,000 miles, 1937, Thrupp, swept tail,
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1937 Wraith, August 1937, Park Ward, par-
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1935 Rolls-Royce 4-light saloon, with division
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only since new; £1,750—E. D. Abbott,
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1932 Rolls-Royce Hooper 7-passenger limousine,
in immaculate condition, 25,000 miles, one owner,
genuine 76,000 miles—Taylor & Crawley, 44,
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Specialists—Always selection of good Rolls in
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ROLLS-ROYCE 20/25, fitted Park Ward 4-door,
4-light saloon, maroon, with brown leather upholstery,
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Park Ward saloon, one owner-driver only, fitted
beige leather, mileage 17,000, condition as new, avail-
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complete overhauls, mechanical or coachwork for
all Rolls-Royce and Bentley models—Central Garage,
Tel. Croydon 7464. [1997]

H. A. FOX & Co., Ltd. officially appointed retailers
and repairers, 3-5, Burlington Gardens, London,
W.1. Tel. Regent 7697. Service works, 215, New Kings
Rd., Fulham, London S.W.6. Tel. Remon 5966. [0446]

A LL spares for 20 and 25hp Phantom II and Phantom
II chassis, also reconditioned replacement engines,
available for 12 months for the above models. Full
repair service at reasonable charges, also wheels, tyres,
etc.—Compton, 69, Weston St., Crystal Palace, S.E.19.
Tel. 5262. [0064]

B. J. HUNTER, Ltd. offer:
1947 Rover 10hp saloon, fitted radio, heater, seat
covers, positive gear, excellent condition, £975.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.2. Tel. Gadsby 6303. [2097]

ROVER 12
1938 Rover 12 saloon, excellent condition; £495;
exchanges and terms—53, York St., Ty-
nemouth. Popesbury 1830. [4658]

MONTROE MOTORS offer:
1937 Rover 12 saloon, blue; £450.
1938 Rover 12 saloon, black; £485.

MONTROE MOTORS (W. H. Bowell) 91-7, Epping
New Rd., Buckhurst Hill, Essex. Bar. 1171-2.
[4696]

1939 Rover 12hp saloon, black, blue leather, ex-
cellent condition throughout; £595, exchanges
and terms.

HAROLD WEBB MOTORS, Ltd. 705-707, Romford
Rd., Manor Park, E.11. [0051]

£498—Rover 12/4 1938 4-door sal., cellulose
as new, excellent mechanical order; many
other.

BENTON MOTORS, 1, Clarendon Rd., Holland Park,
London, W.11. Park 5066-7. Open Mon. to Sat.
8-9 (50 yards Holland Park Tube). [1234]

1946 Rover 12 6-light saloon, black, beige
leather, fitted radio and heater, beautifully
kept car, £1,625.
R. S. W. 15. Tel. 4561. [1681]

ROVER 12 ROVER 15 LAND ROVER

W 75: offers.—Box 6336. 14718

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Cars Wanted

HENLYS, Ltd.,
HENLAND'S Largest Rover Distributors,
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2891)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444)
GREAT West Road (Ealing 5477).
GAMDEN TOWN SERVICE STATION (Guliver 4141).
HENLY'S Ltd., England's Leading Motor Agents. (1030)

ROWLAND SMITH'S, the Rover buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.
COOMBS & SONS (GULDFORD), Ltd.
URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Foster Road, Guildford, Tel. 62907.
SIMPSON'S MOTORS (WEMBLEY), Ltd. require Rover (1937 onwards).—Wembley 8691/3903. 10777

CASH immediately for good Rover.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. (4429)
ALMOIST for Rover required, cash payment.—Moor, 54, Stratham Hill, S.W.2. Tube Hill 4486.
S new post-war Rover required.—Fertune, 5, E. Court, Kingston Hill, Surrey. Tube Hill 1289 (day).
P4 saloon wanted; must be as new, private, Rover would sign Covenant.—Turner, Palmers Green Tel. 14505

1939 Rover 12hp, any condition: £350 offered.—Senior, 17, Swains Lane, London, N.E. (Muntrev 1700)
JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition.—Mayfair 5242
ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking, Tel. Rippeway 1285
BLAKES, Rover agents, will purchase any post-war Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 20s and 25s, distance no object.—Hastings Road 58, Southport, Tel. 2268
PRE-WAR Rover 10 and 12hp cars required by Midland Motor Co. (Bendish), Ltd., 25, Midland Rd., Bedford, Tel. 4144
ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford, Tel. 28527-8
MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (7079)

DAVID ROSENFELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—78, Deansgate, Manchester, Tel. Deansgate 2455. (1584)

Rover Spares and Service

LION PARK MOTORS, Ltd., Datchet Slough Bucks. Rover specialists for spares and specialist service.—Tel. Datchet 54.
R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Hamford Rd., Forest Gate, E.7. Maryland 441-5. (1048)

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spare stock available.—Cheetham Hill Rd., Manchester, 5. Tel. Blackfrans 3302.
SINGER

LAYTONS OF OXFORD offer:—
£1095—1950 Singer 1500 saloon, finished in black, done grey with black leather, this car has only done 12,000 miles, one owner since new, fitted with heater and radio, etc.; terms over 24 months if required.
LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford, Tel. 3591.
D. J. SHEPHERD & CO. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £720.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1051.
1950 S.M. 1500 saloon, finished in fawn with beige upholstery, 10,000 miles; £1,145.
MASON (BRONX, SHANGHAI), 151-155, M. Pittsfield St. (off the Moor), Sheffield, 1. Tel. 2607

1950 S.M. 1500, 9,000 miles, real leather; £795.—Boys Autos, Ltd., Euston 2700.
1949 Singer Roadster, immaculate condition; £595.—30, Crawford St., London W.1. (5267)

1947 Singer 10 saloon, black, one owner since new, immaculate; £625.—Hendon Central Garage, Hendon 1423.
1950 5hp Roadster, black/bronze leather, one owner, 3,500 miles, exceptional condition; £760.—Below

1950 S.M. 1500 saloon, black/beige leather, fitted heater, 3,900 miles only; £1,075; a choice of selected Singer cars always in stock.—The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 1011

1949 (late) Singer S.M. 1500 saloon, pale blue with beige leather trimmings, condition as new throughout; £595.—
A. E. PALMER MOTORS Ltd., 12, Church St., Luton 4212

1948 model Singer super 10 saloon, black; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066
1948 model (Oct., 1947) Singer 10 de luxe saloon, one owner, etc.; £525.—A. E. Motors, Palmerston Rd., N.W.6. Mal. 3723

1947 Singer 10 slr, exceptional condition; £555.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. West 3312. (1973)

SINGER S.M. 1500 saloon, first registered October 1949, with 1950 features, speed reading 6,000 miles, this car is as new perfection as any used car can be; £675.
GARAGE SERVICE Co., Hoop Lane, Golden Square, N.W.11. Speedwell 3205. (1646)

£245—1955 Singer Le Mans 4-seater sports, re-trimmed, sprayed, re-trimmed beige, excellent condition; Llaner, 230, High St., Faversham, Kent. (4766)

£285—1955-6 Singer 9 4-seater sports tourer, green, very clean condition, good weather equipment.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422.
525—4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, ex-change.—Howland Smith

295—Singer 9, 1939, sports 2-4-seater, excellent condition, very good condition; terms, ex-change; list; open 97 weeks-days and Saturdays.—Howland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (4851)

MANCHESTER, South Lancashire, North Cheshire, specialized sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshaw, Bolton, Tel. 4080. Deansgate, Manchester. Deansgate 4507. (10399)

NAYLOR & ROOT, Ltd.—1940 Singer 9 sports 4-seater, dark green, reconditioned engine, really exceptional condition throughout; £395. Three months' guarantee; choice of 100 quality cars; demonstration free; within 100 miles; terms available.—East Hill, Clapham Junction, S.W.18, Batt. 5272. Open 9-6 each week-day including Saturday. (4764)

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (10986)
SINGER 10 in good condition wanted.—Tel. Valentine 3588. (17970)
SIMPSON'S MOTORS (WEMBLEY), Ltd. require Singers (1937 onwards).—Wembley 8691/3903. 10777

The North's premier Singer spares and service specialists, at Grimsby, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091-2. (17970)

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.
E. PASCALL (GULDFORD), Ltd., sole distributors for West Surrey; spares and specialized service.—Central Building, Guildford, Tel. 2774-5nd. (17970)

ALLIENS OF BRISTOL—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock, quick chassis number.—Beverly Square, Bristol, Tel. 22514. (10219)

SPORTS CARS

SIMPSON'S of Croydon for all sports and vintage cars; no advertisement next week—101a, Danforth Rd., West Croydon, Tel. Croydon 1257. (2072)
BLAKES,
The Northern Sport and
RACING CAR Specialists.

BUY and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and prices.—
J. BLAKE & Co., Ltd.
110, Bold St., Liverpool

ROYAL 6622, "Grams" Autocar, Liverpool. (15849)
MERCURY offer:—
1939 M.G. T.A. Tickford 2-str. drop head coupe, in very good condition, finished in gleaming red cellulose, new hood, excellent chrome, very good from £425.
1935 S.A. 90 super sports 2-str. reconditioned, with new hood and new hood and slip tonneau cover, engine overhauled, excellent tyres, telescopic twin shock absorbers, etc., a very fast car; £275.
1930 Aston Martin International 4-seater, finished in red, new hood and zips tonneau cover, grille-type wings, etc., an excellent example of this popular model; £245.
TERMS or exchanges with pleasure; choice of over a dozen very good sports cars to choose from.
M HARRIS, BYRON 2057.
B. & G. MOTORS offer:—
£140—Standard Avon Special 10hp open sports 4-seater; a smart little car with excellent weather protection.
£130—Wolsley Hornet 12hp special sports 2-seater, green, looks like a little Morgan 4.5 twin carb. 12hp.
£115—Wolsley Hornet 12hp open sports 4-seater, black, stock-on wheels, 4-speed box, etc.; bargain at this price.
£115—Riley 9 open sports 4-seater, a sound, reliable car with good hood and side screens.
£115—Riley 9 Monaco saloon, twin carburettor special series engine, good tyres and battery, engine overhauled, hills available.
£85—We are not keen on saloons hence the low price, so, as it is your job and call up with the 6 notes.
£65—Morriss Cowley 12hp open 4-seater, new side screens, a really sound car, reliable and comfortable ideal back for the impatient.
POTTER, RICHARDS & CARR offer choice of Allied, Avon, H.K.G., Hummer, Rolls-Royce, Rover, Balmston, Talbot, Bugatti, Hotchkiss, Alfa-Romeo, Jaguar, Japving.
£235—1935 S.S. Jaguar 100, ex-late Curly Dryden, £210, call; £550.
ATTRACTION prices; part exchanges, h.p. terms.
FOR details, Tel. Kensington 6605 or letters only to: Richards, 62, Prince's Gate Mans., S.W.7. (4681)
ATHONY CROOK, offers: 1950 Le Mans replica, a Fraser Nash; also 1949 model (ex Jack Newton).—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 223-8.
£45—Morriss Minor open tourer, in splendid order, anything accepted in exchange if of similar value.—C. Arnold & Co., Romsey, Wey, Northampton, Tel. 5001.
CONNAUGHT ENGINEERING, Portsmouth Rd., Sandhurst, Surrey, would like to inform their clients that in future they will be open on Saturday afternoons and Sundays.—Tel. Ripley 8176.
A CAR for the enthusiast: 1933 model Alvis Speed 20 with 2-door saloon body, car is in fine condition but needs some attention; bargain at £150.—Woking Motors (Marbury Hill), Ltd., Woking 1928. 54/5

SPORTS CARS

G. B. MOTORS offer:—
£85—Morriss Minor open tourer, B.P. green, very tidy and reliable, good hood, etc.
£99—Singer 9 saloon, clean little car and excellent first runner status.
£79—Triumph saloon, good tyres and battery; main runner status.
G. B. MOTORS, Eton Garages, Eton Ave., Eton, Cotage, N.W.3. Primrose 6749. (4660)

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seater far above average condition; please telephone for details of current stock, including:—
ALVIS 1936 drop head coupe, reconditioned and repaid.
ALF-ROMEO 1929 1,500cc twin cam, blown, 2-seater.
ALF-ROMEO 1934 1750 Zagato, rebuilt and re-rebuilt, 1934 1931, impossible.
RAMSTRONG SIDDELEY 1934 17hp 2-door sports car, a man's engine, engine and gear box reconditioned by makers, exceptional throughout.
BENTLEY 3-litre coupe by Park Ward, registered 1934.
AMGONDA 1932 16-80 saloon, crash box.

LANCIA 1936 Augusta 4-door saloon, in specimen condition.
PARTICULARS of vintage and sports cars for disposal with photographs and prices will be gratefully received and acted upon immediately.
CHARACTER CARS, 134-136, Haydon Rd., Wimbledon, S.W.19. 10 minutes South.
Wimbleton Underground, Buses pass our door. Open on week-days 9 until 7.
HUPETEAU MOTORS, Ltd.

COFFER the following in immaculate condition:—
BUATTI 43H s.c. 2.3 Roadster 2-seater.
M.W. 528 late 1933 (with Type 55 engine) 2-seater.
CITROEN 12 1939 model saloon.
CITROEN 15 special 1948 saloon.
FIAT 500 1939 model coupe, reconditioned.
HOTCHKISS 1936-39 2 saloons, one coupe.

APRILIA, 1930-9 English streamlined sports saloon, specimen.
CHIPPSTAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 002, 7253, 7154. (2070)

MARSHALL blown Imp; see under Rileys. (5001A)

PERFORMANCE CARS, Windmill Garage, Great West Rd., Uxbridge, Middlesex, Saline 0841 (4 lines).
ONLY three minutes from Northfields Tube Station. Readily or directly from.

The Biggest and Best Selection of sports and touring cars in the country.
A cars over £100 are offered with our 3 months' written guarantee.
C.C. Repairs, A.A. Garage, Member, M.A.S. Specialized Repairs, Modern Service Station.
LLAND 4 h fourseater, 1949, £795. Alvis Silver Eagle 4-seater with disc brakes, 1949, £625.
RAMSTRONG SIDDELEY special 30hp V.D.P. tourer, 1935, £225. Austin 10hp coupe, 1934, £225.
ELAJE 4-carburettor streamlined saloon by Fernandez, 1935, low mileage specimen; £375.
FORD V.8 61A, 475, Ford V.8 61A saloon, 1940, £375.
FORD 10hp saloon, 1938, £285; Ford 10 tourer, 1936, £245.
HOTCHKISS 2½-litre Parts-Nice 4/6 fourseater, 1937, £675. Bentley 2½-litre, 1934, £625.
LAGONDA 5-litre tourer, £250 built 1932, £265; Chrysler 26hp saloon, 1934, £245. Ford V.8 61A saloon, 1940, £375.
O—see biggest selection over under "M.G."

MORRIS MINOR saloon, 1949, 17,000 miles, £765; Morris 6 tourer, 1937, £255.
MORRIS 9 2-seater, 1935, 1935; Morris Minor at 2-seater, 1935, £395.
PACKARD 30hp drop head fourseater, 1938, £385; Packard limousine, 1930, £395.
RILEY 8½-litre Roadster green, August 1950, 15,000 miles, one owner; £1,350.
RILEY 9 Lpump coupe, 1933, £175; Singer 9 tourer, 1933, £155.
STANDARD saloon, 1940, £325; Standard Flying 12 saloon, 1938, £195.
TALBOT 75 18hp 4-door, 1937, £245; Talbot 18 drop head fourseater, 1933, £385.
VAUXHALL 14 saloon, 1937, £225; Vauxhall 14 4-door, 1936, choice of two, from £225.
RBW—Jaguar specially built 2½-litre super sports 2-str., superb lines with magnificent performance and equipment; reg. 1941, £475.
WADCOCK MOTORS, 120-4, West Lane, N.W.6. Hamstead 1177. (4150)

POTTER, RICHARDS & CARR offer choice of Allied, Avon, H.K.G., Hummer, Rolls-Royce, Rover, Balmston, Talbot, Bugatti, Hotchkiss, Alfa-Romeo, Jaguar, Japving.
£235—1935 S.S. Jaguar 100, ex-late Curly Dryden, £210, call; £550.
ATTRACTION prices; part exchanges, h.p. terms.
FOR details, Tel. Kensington 6605 or letters only to: Richards, 62, Prince's Gate Mans., S.W.7. (4681)
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A CAR for the enthusiast: 1933 model Alvis Speed 20 with 2-door saloon body, car is in fine condition but needs some attention; bargain at £150.—Woking Motors (Marbury Hill), Ltd., Woking 1928. 54/5

STANDARD VANGUARD

STANDARD VANGUARD

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Cars Wanted
ALBERT FARNELL, Ltd., would appreciate the offer of your standard cars for sale. 75, Manningham Lane, Bradford, Tel. 28277-8. (10216)
STARNES MOTORS, 105, Cricklewood Broadway, require modern standard cars in good condition, cash or exchange. Tel. Glia. 2480. (10531)

Standard Spares and Service

S & T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29439

STANDARD and Triumph spares—Post your enquiries to Northern Motor Co. (Distributors), Northern Rd., Margate, Tel. Thanet 2005. (1100)

STANDARD and Triumph spares and service, replacement units—W. T. Richards (Berkley Heath), Ltd., 74-76, Broadway, Berkley Heath, Tel. 1666-7. (10147)

STANDARD spares, all models from 1935; replacement units; complete overhauls, reconditioning—Putticks, Ltd., Alexandra Terrace, Guildford, Tel. 5391. (1200)

STANDARD spares for all models, largest provincial stockists—Hollingshead Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (10399)

SPARE parts by return of post; quote commission—B number of standard cars—W. G. Gargan, 10, Standard and Triumph Car Distributors, Grimsby, Tel. 5496. (10475)

BROCKHURST GARAGE—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned units—Urbidge Rd., Harrow Weald, Middlesex, Tel. Grimsby 561. (10295)

JANKESSTON ENO Co., Ltd. (distributors in Surrey since 1911)—Full range of spares, phone, write or call, orders completed immediately—34-35, Eden St., Kingston, Kent. 5151-4. (10286)

K J MOTORS, Ltd., have available for immediate delivery engines and standard stock of spares for all models; the Standard specialists for over 30 years—137-149, Widmore Rd., Bromley, Kent. Tel. 5406-7-9-9. (10567)

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard and Triumph cars, spares, and also reconditioned standard exchange engines from 1939 onwards, guaranteed three months; Gilling and Bendis stockists, Ardenia Ave., Finchley, N.3. (10002)

STUDEBAKER

DICKS
1937 Studebaker 26hp drop head four-door coupe, special bargain; £375.
DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Middlesex. (10642)

OVERSEAS CARS, Ltd.
1947 26 Studebaker Champion saloon, radio, 19,810 miles, excellent throughout; £1,750.
OVERSEAS CARS, Ltd., 227, Brookside Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. (4897)

SIMPSON'S MOTORS (Phone Wembley 891 or 3903) offer:—Studebaker convertible; full list see 1948—American Cars—Simpson's Motors (Wembley), Ltd. (10295)

1937 Studebaker Dictator, free-wheel, overdrive, radio, loose covers; £200.—Tel. Ratt. 8753.
SIMPSON'S MOTORS (Wembley), Ltd. (10673)

1938 Studebaker Commander, one owner only from new, has been beautifully kept and is in outstanding condition for its year; £410.
PETER BANTOCK CAR SALES, Ltd., 104, High Rd., Chiswick, W.4. (10202) (10393)

Studebaker Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. require Studebakers (1957 onwards)—Wembley 891-903. (10673)

Spares and Service
COMPLETE CAR SERVICE, Ltd. for personal attention to your Sunbeam—Tulse Hill 4505. (10315)

SUNBEAM-TALBOT

DICKS
1940 Sunbeam-Talbot 2-litre sports saloon, immaculate condition, just overhauled; £965.
DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Middlesex. (10642)

BROOKLANDS
1950 series Sunbeam-Talbot 80 saloon, speedometer made 42,000.
103 New Bond St., London, W.1. Mayfair 3551-8. (10698)

CHAR MART, Ltd.
1950 Sunbeam-Talbot 80 saloon, 6,000 miles; £1,145.—Car Mart, Ltd., 220, Euston Rd., N.W.1, Euston 1212. (14910)

RAY SALMON AUTOMOBILES, Ltd., offer:—
1950 Sunbeam-Talbot 80 drop head coupe, 10,000 miles, immaculate condition, just overhauled; £965.
103 New Bond St., London, W.1. Mayfair 3551-8. (10698)

EVANS & O'MALLEY, Ltd., 129, Deansgate, Blackfriers 5677.
1949 Sunbeam-Talbot 80, moderate mileage; one owner, black brown, unmarked; £690.
PETER BANTOCK CAR SALES, Ltd., 104, High Rd., Chiswick, W.4. (10202) (10393)

1950 Sunbeam-Talbot saloon, 6,000 miles, 4834.
Autocarb, Ltd., Winchester. Winchester 4834.

1950 Sunbeam-Talbot 80 convertible coupe, black one careful owner since new, 10,000 miles only; £1,305.
GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11, Speedwell 3408. (10569)

CENTRAL GARAGE (CROYDON), offer—1950 Sunbeam-Talbot 80 saloon, immaculate. Central Garage, Croydon 7464. (10405)

SUNBEAM-TALBOT
CENTRAL GARAGE (CROYDON), offer—1948 Sunbeam-Talbot drop head coupe, grey, excellent condition.—Central Garage, Croydon 7464. (10404)

1950 (Sept.) Sunbeam-Talbot 80 saloon, finished in grey with grey upholstery, fitted heater, 9,000 miles, £1,525, terms, exchange.
MASON BROTHERS (Motor Showroom), 151-155, Piccadilly St., off The Moor, Sheffield, 1. Tel. 14435

1950 Sunbeam-Talbot 80 saloon, black, one owner, 9,000 miles, 1952. Kirkwood Cars 78, Streatham Hill, S.W.2. Tulse Hill 1298. (10154)

1940 model Sunbeam-Talbot 10hp saloon, unmarked green cellulose, green leather, perfect mechanical condition; £525. Below:
1939 Sunbeam-Talbot 10hp saloon, black, brown leather, 6,000 miles since complete reconditioning; £475.
DOUGLAS & ANDREWS, Whitton Rd., Tel. Hounslow 2735. (14589)

1949 Sunbeam-Talbot 80 saloon, radio, heater, immaculate condition; £1,050.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (15005)

1947 Sunbeam-Talbot 2-litre sports tourer, fitted radio, heater, chromed windline horns, etc., in excellent condition throughout; price £1,000.—Hounslow, Tel. 0175. (15005)

MOSTON SERVICE STATION, Ltd., 347, Hollinwood Motor, 67, High St., Hounslow, Tel. 0175. (14986)

1950 (July) Sunbeam-Talbot 80 saloon, grey with green leather, a superb 4-door, 10,000 miles, £1,285.—Morgan, Braehead, Wyche Rd., Malvern, Wey. Tel. 1768. (14795)

1950 Sunbeam-Talbot drop head coupe, bronze with red leather, 11,000 miles only; £1,125.—Bella Service Garages Ltd., 144 London Rd., Kingston-on-Thames. (10404)

1939 Sunbeam-Talbot 10hp saloon, excellent condition, many extra reconditioned engine, chassis examination; £475.—E. C. Charwell Gardens, Aldershot. (14798)

1949 model Sunbeam-Talbot 80 saloon, black, with tan leather, H.M.V. car, carefully maintained, most satisfactory; £1,075.—Stratford, Leam. Berkeley St., W.1. (Mayfair 4404). (14306)

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, black, brown leather, radio, heater, windows, new upholstery, coachwork in very bright condition, beautiful little car to drive; £525.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, metallic grey/red leather, one chance of ownership since new, excellent little engine; £515.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, attractive satin bronze with tan leather, reconditioned engine fitted 6 months ago, rest of car thoroughly overhauled by distributors; £475.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, late 1948 model, black fawn interior, superb low-mileage specimen, in immaculate condition; £675.
CAMDEN MOTORS—Sunbeam-Talbot 80 saloon, January, 1949, in satin bronze, condition virtually unaltered throughout. Tel. 0195.
CAMDEN MOTORS—Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for complete catalogue of nearly 200 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. (10336)

1950 (September) Sunbeam-Talbot 80 coupe, one owner, genuine mileage 8,000, colour grey, immaculate condition; £1,150.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 4645. (10422)

1950 Sunbeam-Talbot 80 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner since new, low mileage; £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 4645. (10422)

1950 Sunbeam-Talbot 80, August 1950, 2-litre 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; terms, exchange.
Rowland Smith, below.

545 gns.—Sunbeam-Talbot, January 1940, 2-litre 4-door sports saloon, black, brown leather, radio, heater, windows, new upholstery, coachwork in very bright condition, beautiful little car to drive; £525.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, metallic grey/red leather, one chance of ownership since new, excellent little engine; £515.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, attractive satin bronze with tan leather, reconditioned engine fitted 6 months ago, rest of car thoroughly overhauled by distributors; £475.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, late 1948 model, black fawn interior, superb low-mileage specimen, in immaculate condition; £675.
CAMDEN MOTORS—Sunbeam-Talbot 80 saloon, January, 1949, in satin bronze, condition virtually unaltered throughout. Tel. 0195.
CAMDEN MOTORS—Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for complete catalogue of nearly 200 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. (10336)

1950 (September) Sunbeam-Talbot 80 coupe, one owner, genuine mileage 8,000, colour grey, immaculate condition; £1,150.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 4645. (10422)

1950 Sunbeam-Talbot 80 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner since new, low mileage; £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 4645. (10422)

1950 Sunbeam-Talbot 80, August 1950, 2-litre 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; terms, exchange.
Rowland Smith, below.

545 gns.—Sunbeam-Talbot, January 1940, 2-litre 4-door sports saloon, black, brown leather, radio, heater, windows, new upholstery, coachwork in very bright condition, beautiful little car to drive; £525.
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1950 Sunbeam-Talbot 80 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner since new, low mileage; £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 4645. (10422)

1950 Sunbeam-Talbot 80, August 1950, 2-litre 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; terms, exchange.
Rowland Smith, below.

545 gns.—Sunbeam-Talbot, January 1940, 2-litre 4-door sports saloon, black, brown leather, radio, heater, windows, new upholstery, coachwork in very bright condition, beautiful little car to drive; £525.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, metallic grey/red leather, one chance of ownership since new, excellent little engine; £515.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, attractive satin bronze with tan leather, reconditioned engine fitted 6 months ago, rest of car thoroughly overhauled by distributors; £475.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, late 1948 model, black fawn interior, superb low-mileage specimen, in immaculate condition; £675.
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1950 Sunbeam-Talbot 80, August 1950, 2-litre 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; terms, exchange.
Rowland Smith, below.

545 gns.—Sunbeam-Talbot, January 1940, 2-litre 4-door sports saloon, black, brown leather, radio, heater, windows, new upholstery, coachwork in very bright condition, beautiful little car to drive; £525.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, metallic grey/red leather, one chance of ownership since new, excellent little engine; £515.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, attractive satin bronze with tan leather, reconditioned engine fitted 6 months ago, rest of car thoroughly overhauled by distributors; £475.
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1950 Sunbeam-Talbot 80, August 1950, 2-litre 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; terms, exchange.
Rowland Smith, below.

545 gns.—Sunbeam-Talbot, January 1940, 2-litre 4-door sports saloon, black, brown leather, radio, heater, windows, new upholstery, coachwork in very bright condition, beautiful little car to drive; £525.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, metallic grey/red leather, one chance of ownership since new, excellent little engine; £515.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, attractive satin bronze with tan leather, reconditioned engine fitted 6 months ago, rest of car thoroughly overhauled by distributors; £475.
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1950 Sunbeam-Talbot 80, August 1950, 2-litre 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; terms, exchange.
Rowland Smith, below.

545 gns.—Sunbeam-Talbot, January 1940, 2-litre 4-door sports saloon, black, brown leather, radio, heater, windows, new upholstery, coachwork in very bright condition, beautiful little car to drive; £525.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports saloon, 1950, metallic grey/red leather, one chance of ownership since new, excellent little engine; £515.
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1950 Sunbeam-Talbot 80, August 1950, 2-litre 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; terms, exchange.
Rowland Smith, below.

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Sunbeam-Talbot Cars Wanted
CASH immediately for good Sunbeam-Talbot—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (14350)

G black preferred—27, Middleton Rd., Sudbury, Suffolk. Tel. 2874. (14459)

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object—Hartons, Lord St., Southampton. Tel. 2268. (10082)

CRIPPS of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 4631. (10422)

BIRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath Ltd., 180-182, Newhall St., Birmingham, 4. (10089)

Sunbeam-Talbot Spares and Service
CROYDON—Local service promotes satisfaction. Bring your Sunbeam-Talbot car to us for regular servicing. Main agents for the Rootes Group.—Smith Auto Co., Ltd., 43, London Rd., Croydon. Tel. C70. 4600-4633. (10517)

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TALBOT
1950—Talbot 75 saloon, 1954, well kept, excellent condition.—7, Radcliffe Rd., Croydon 1503. (14844)

1937 105 saloon, manual gear box, in very good condition; £235.—30, Brighton Rd., Bantstead, Surrey. Bury Heath 1504. (10404)

£325—Talbot 105 saloon, £10 tax—Potter & Richards, Kensington 6955, or write, Richards, 62, Princes Gate Mans., S.W.7. (10796)

1939 Talbot 2½-litre 4 Elegance sports 4-door, looks and runs like £2,000 car; £650.
WILKINSON GARAGE, 613, Wilkington Rd., Chorlton-cum-Hardy, Manchester, 21, Cbo. 1012. After hours Sat. 2154. (14434)

TALBOT 10 (1937) car show 2-seater drop head by years, excellent body, genuine 35,000 miles, 1937, rear wheel, black new hood, carpets, etc., overhauled, new paint, again; £500.—West. 758. (14247)

£450—£10 tax: 1950 model Talbot 5-litre de luxe saloon, very clean condition, beautiful interior, road tests, unrepeatable offer.—Bray Motors, 150-162, West End Lane, N.W.6. Hampstead 6468. (14867)

395 gns.—Talbot 10, 1950, sports saloon, green, sliding head, green leather, carefully used, excellent condition; terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6011. (14867)

Talbot Cars Wanted
CASH immediately for good Talbot—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (14350)

ROWLAND SMITH, the Talbot buyers—Hampstead High St. (Hampstead Tube), Ham. 6011. (10991)

Talbot Spares and Service
PRESELECTION car buyers.—H. & A. Engineering 35, Grant Rd., Addison Rd., W.1. (10762)

CHAR MART, Ltd.
1950 Triumph Mayflower saloon, heater, 5,000 miles; £1,065.
1947 Triumph Roadster, 16,000 miles; £8

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H. A. SAUNDERS, Ltd., offer—

1950 Triumph Renown saloon, grey with grey upholstery, 10,000 miles, £1,295.
836/442, High Rd., N.12, Hulseide 0084. (423)

GUY SALMON AUTOMOBILES, Ltd., offer—

1949 Triumph 2000 Roadster, grey with red leather, genuine 16,000 miles, new condition, £1,095.
—Portsmouth Rd., Thames Ditton, Surrey 5651-2-3.

GUY SALMON AUTOMOBILES, Ltd., offer—

1948 model Triumph 1600 coupe, in excellent condition, 6,225—Portsmouth Rd., Thames Ditton, Surrey 5651-2-3.

R. F. SEWARD, "Lindwood," Upper Banstead Ave.

Southampton, Tel. Banstead 68851 and 68852. (1333)
D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer—

1947 Triumph 1800 Roadster, polychromatic grey, blue interior, fitted radio, twin carburetors, twin spotlights, etc., condition immaculate, listed, £845.
—D. J. Shepherd & Co. (Enfield), Ltd., 435, Bedford Rd., Enfield, Herts. 6611.

CORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, £1,375.

CORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, £1,125.
CORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, £1,250.

CORDON CARS (LONDON), Ltd.—1948 Triumph 1600 Roadster, £1,095.

CORDON CARS (LONDON), Ltd.—1948 Triumph 1600 Roadster, £1,095.
CORDON CARS (LONDON), Ltd.—1948 Triumph 1600 Roadster, £1,095.

A. CLAND & TABOR, Ltd., Welwyn 481, offer with three months guarantee.

TRIMPH Renown, registered November, 1950, finished grey, radio, heater, one owner, low mileage, £1,050. (4570)

1949 Triumph 2000 sal., grey, grey leather, etc., 20,000 miles, fitted radio.

1949 Triumph 2000 sal., grey, grey leather, etc., 20,000 miles, fitted radio.
TRICKFORD, Ltd., Upper St. Martin's Lane, W.1. Temple 3455. (4201)

1950 Triumph Renown, low mileage, chauffeur-kept, immaculate condition, £1,350.

1950 Triumph Renown, low mileage, chauffeur-kept, immaculate condition, £1,350.
1950 Triumph Renown, low mileage, chauffeur-kept, immaculate condition, £1,350.

TRIMPH Roadster, 1949, green, green, green, hide, one owner, 9,000 miles only, £975.

TRIMPH Roadster, 1949, green, green, green, hide, one owner, 9,000 miles only, £975.
1950 (Nov.) Triumph Mayflower saloon, radio, under 2,000 miles, virtually a brand new car, £1,095—Also—

1949 Triumph 2000 Renown saloon, black, beige leather, 15,000 miles, one owner.

1949 Triumph 2000 Renown saloon, black, beige leather, 15,000 miles, one owner.
1949 Triumph 2000 Renown saloon, black, beige leather, 15,000 miles, one owner.

1949 Triumph 2000 Roadster, metallic grey, 14,000 miles, excellent condition, £995.

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1949 Triumph 2000 Roadster, grey with grey leather, one owner, 18,000 miles, most carefully used, a real bargain.

1949 Triumph 2000 Roadster, grey with grey leather, one owner, 18,000 miles, most carefully used, a real bargain.
1949 Triumph 2000 Roadster, grey with grey leather, one owner, 18,000 miles, most carefully used, a real bargain.

1950 Triumph Renown, gunmetal, small mileage, one owner, £1,195—Silverstone Motors, Ltd., 1013, Finchley Rd., N.W.11, Meadway 2288.

1950 Triumph Renown, gunmetal, small mileage, one owner, £1,195—Silverstone Motors, Ltd., 1013, Finchley Rd., N.W.11, Meadway 2288.
1950 (Nov.) Triumph Mayflower sal., black, beige leather, interior full equipment incl. 12,000 miles, 9,000 miles, as brand new; £975; terms arranged. A. 212.

895 gns.—Triumph 2000, April 1949, Roadster coupe, black, grey leather, Windrose horns, excellent condition, terms, exchanges—Rowland Smith, below.

895 gns.—Triumph 2000, April 1949, Roadster coupe, black, grey leather, Windrose horns, excellent condition, terms, exchanges—Rowland Smith, below.
845 gns.—Triumph 1600, June 1947, razor-edge 4-door saloon, black, maroon leather, carefully used excellent condition, terms, exchanges—Rowland Smith, below.

795 gns.—Triumph 1600, 1947, Roadster coupe, gunmetal, blue leather, Windrose horns, small mileage, carefully used excellent condition, terms, exchanges, list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube).

795 gns.—Triumph 1600, 1947, Roadster coupe, gunmetal, blue leather, Windrose horns, small mileage, carefully used excellent condition, terms, exchanges, list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube).
1950 Triumph Renown, 15,000 miles, as new, £1,275—Claydon's Cars (London), 357, Euston Rd., N.W.1, Tel. Euston 5226 15 (1357)

1939 (April) Triumph 1600 saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer, 6,400, immaculate condition: £1,375.

1939 (April) Triumph 1600 saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer, 6,400, immaculate condition: £1,375.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, South 441.

1939 Triumph 14-60 Dolomite sports saloon, in good condition throughout, genuine 45,000 miles; £450 or nearest offer—A. G. F. Richards, Walsoken, Wisbech, Cambs., Tel. Wisbech 1678.

1939 Triumph 14-60 Dolomite sports saloon, in good condition throughout, genuine 45,000 miles; £450 or nearest offer—A. G. F. Richards, Walsoken, Wisbech, Cambs., Tel. Wisbech 1678.
1950 (October) Triumph Mayflower saloon, maroon, beige leather, radio, heater, loose covers, one owner, 4,000 miles, excellent condition throughout, 3-month guarantee, any inspection invited: £1,095.

TRINITY CARS, Ltd., 93, North Side, Wandsworth, T. Common, S.W.18, Vandrye 1166.

TRINITY CARS, Ltd., 93, North Side, Wandsworth, T. Common, S.W.18, Vandrye 1166.
1936 11hp Glougher sports 2-seater, rear tank, two gears, exceptionally well maintained and in really excellent condition throughout—£365—Jacqueline, Ltd., 225-7, Hammersmith Rd., W.6, Riverside 6677-8. (4377)

L. F. DOVE offer: 1950 Triumph Roadster, green with green upholstery, 3,000 miles, year unused, £995.—49, Broadway, Wimbledon, S.W.19, Liberty 8456.

1937 Triumph Vitesse saloon 14hp, black, very good condition throughout, £545—Eastcote Road, S.W.17, Central Gardens Walk, Kensington, S.W.7, Western 7079. (4279)

1948 1600 saloon, black with beige leather, modern, black, chrome, fawn leather, beautiful, kept one-owner car, thoroughly recommended, written guarantee, terms, exchanges—H. P. Edwards, 28, Upper High St., Epsom 5400. (4636)

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1938 series Triumph Dolomite 14hp de luxe saloon, black with beige upholstery, engine completely overhauled, whole car in good and original condition—£500—A. L. Motors, Ltd., 101, Brighton Rd., Croydon Surrey, Tel. Upanda 4841. (2755)

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1939 (June) Triumph Dolomite 2-litre Roadster coupe, blue, chrome, blue leather, loose covers, new hood, disc, luxuriously equipped, immaculate and kept with delightful appearance and outstanding line, thoroughly recommended, written guarantee, £545, terms, exchanges—H. P. Edwards, 28, Upper High St., Epsom 5400. (4636)

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Triumph Cars Wanted

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C. M. THE CAR MART, Ltd., wish to purchase Triumph cars—320, Euston Rd., N.W.1, Euston 1812.

CASH immediately for good Triumph—H. P. Edwards, 28, Upper High St., Epsom 5400. (4636)

TRIMPH Roadster, 1947-9, or part exchange 1948 Hillman Minx Phase II—Chiswick 7009. (4614)

ROWLAND SMITH'S, the Triumph buyers—Hampstead, 100, St. Pancras, N.W.1, Tel. Euston 5226 15. (1357)

ALMOST new Triumph required; cash payment—Morley, 94, Streatham Hill, S.W.2, Tulse Hill 4468. (4604)

ALMOST new Triumph required; cash payment—Morley, 94, Streatham Hill, S.W.2, Tulse Hill 4468. (4604)

MARSTON MOTOR CO., Ltd., for your Triumph, N.15, Tel. Sta. 6030—Seven Sisters Rd., Tottenham, N.15, Tel. Sta. 6030. (1019)

MARSTON MOTOR CO., Ltd., for your Triumph, N.15, Tel. Sta. 6030—Seven Sisters Rd., Tottenham, N.15, Tel. Sta. 6030. (1019)

CASH buyers of low-mileage 1950 and 2000 Triumphs, distance no object—Kilbourn, Lord St., Southampton, Tel. 2269. (4604)

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1950 Bradford 6-light utility, one owner, 4 seats, any examination, guaranteed, £500.

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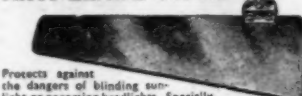


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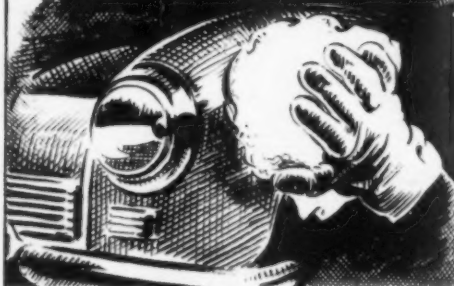
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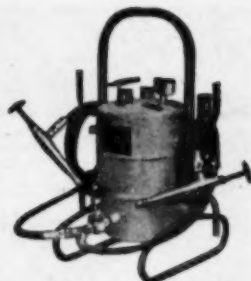
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